

Is your RETURN ADDRESS completed on the reverse side?

SENDER:

- Complete items 1 and/or 2 for additional services.
- Complete items 3, 4a, and 4b.
- Print your name and address on the reverse of this form so that we can return this card to you.
- Attach this form to the front of the mailpiece, or on the back if space does not permit.
- Write "Return Receipt Requested" on the mailpiece below the article number.
- The Return Receipt will show to whom the article was delivered and the date delivered.

I also wish to receive the following services (for an extra fee):

- 1. ☐ Addressee's Address
- 2. ☐ Restricted Delivery

Consult postmaster for fee.

3. Article Addressed to:
*Barge Transport Co.
1812 Durham
Houston, TX 77007
Attn: Dale Smith*

4a. Article Number
2-030-807-724

4b. Service Type
☐ Registered ☒ Certified
☐ Express Mail ☐ Insured
☒ Return Receipt for Merchandise ☐ COD

7. Date of Delivery

5. Received By: (Print Name)

8. Addressee's Address (Only if requested and fee is paid)

6. Signature: (Addressee or Agent)
X [Signature]

PS Form 3811, December 1994

Domestic Return Receipt

Domestic Return Receipt

8. Addressee's Address (Only if requested and fee is paid)
NEW ORLEANS, LA 70112

7. Date of Delivery
7-12-96

4b. Service Type
☐ Registered ☐ Express Mail ☐ Return Receipt for Merchandise ☐ Insured ☐ COD

4a. Article Number
2 368 333 528

PS Form 3811, December 1994

6. Signature: (Addressee or Agent)
X [Signature]

5. Received By: (Print Name)
*Randy Watis
Carmel, Calif., Watis,
1515 Paydano, Suite 1950
New Orleans, LA 70112*

1. ☐ Addressee's Address
2. ☐ Restricted Delivery
I also wish to receive the following services (for an extra fee):

3. Article Addressed to:
I also wish to receive the following services (for an extra fee):
■ Complete items 1 and/or 2 for additional services.
■ Print your name and address on the reverse of this form so that we can return this card to you.
■ Attach this form to the front of the mailpiece, or on the back if space does not permit.
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■ The Return Receipt will show to whom the article was delivered and the date delivered.

Thank you for using Return Receipt

Is your RETURN ADDRESS completed on the reverse side?

Schwab & Walter
Attorneys at Law

John Schwab
Gerald L. Walter, Jr.

William E. Hodgkins
Anne Jordan Crochet
John F. Derenbecker
J. Lee Alcock, Jr.
Brent B. Boxill

10636 Linkwood Court
Baton Rouge, Louisiana 70810-2854
Telephone (504) 767-1460
Fax (504) 769-0010

July 9, 1996

**CERTIFIED MAIL -
RETURN RECEIPT REQUESTED**

Mr. Randy Waits
Emmett, Cobb, Waits and Kessneich
1515 Poydras, Suite 1950
New Orleans, Louisiana 70112

RE: Response to Request for Additional Information
SBA Shipyards, Inc.

Dear Mr. Waits:

Pursuant to your written request, attached is a summary of the Edwards Transportation and Barge Transport barges that were cleaned at SBA Shipyards, Inc. ("SBA") along with the available supporting documentation. We are still reviewing records of SBA's current and former customers ("Customers") and should have the data assimilated and distributed in approximately two weeks.

If you should have any questions in the interim, please do not hesitate to contact the undersigned or J. Mike DiGiglia of our office at your convenience.

Very truly yours,

SCHWAB & WALTER


William E. Hodgkins

Attachments

c: Mr. Louis Smaihall - SBA Shipyards, Inc.

Schwab & Walter
Attorneys at Law

John Schwab
Gerald L. Walter, Jr.

William E. Hodgkins
Anne Jordan Crochet
John F. Derenbecker
J. Lee Alcock, Jr.
Brent B. Boxill

10636 Linkwood Court
Baton Rouge, Louisiana 70810-2854
Telephone (504) 767-1460
Fax (504) 769-0010

July 5, 1996

Mr. Randy Waits
Emett, Cobb, Waites, & Kessreich
1515 Poydras, Suite 1950
New Orleans, LA 70112

RE: Incentives to Resume Using SBA Shipyards, Inc. to Perform Barge
Cleaning and Minor Maintenance Services; Update on Closure and
Remediation Activities

Dear Mr. Waits:

The demand for the use of SBA Shipyards, Inc. ("SBA") to perform barge cleaning and minor maintenance services has declined dramatically since the request for voluntary contribution to SBA's cleanup activities was distributed. Unfortunately, the demand has dropped to the point that SBA is seriously concerned about its continued solvency. Thus, SBA is soliciting barge cleaning and minor maintenance services from those customers and former customers ("Customers") that have potential liability for the upcoming closure and remediation activities at the facility in an effort to generate revenue which can aid in financing the required closure and remediation activities.

Current Methods Employed For Barge Cleaning and Managing Residuals

SBA is sensitive to your concerns regarding the potential for future or additional liability based on the methods employed for cleaning barges and management of the residuals should your company decide to resume using SBA for such services. To this end, SBA proposes to limit its barge cleaning services to those barges that contain residues which are not expected to be classified as a hazardous waste when removed. Moreover, all solids and sludges removed would be directly placed into covered double-walled skid boxes for temporary storage. SBA has three such skid boxes on-site at this time. Additionally, SBA would not commingle sludges or solids from other barges. Because the chemical and physical characteristics cannot always be predicted with accuracy, the solids and sludges, while in temporary storage, would

be sampled and analyzed for purposes of making a hazardous waste determination. Once the analytical results are obtained and regulatory status of the solids and sludges are confirmed, either SBA or the Customer would make arrangements for the off-site treatment and disposal at a permitted disposal facility.

The wastewater generated during such cleaning, along with any suspended solids and hydrocarbon residuals that are mixed with the wastewater, would be pumped into tank WT-4 where they would be allowed to phase-separate. The separated water would then be pumped through an oil-water separator and the water would be pumped to tank WT-5 for reuse during subsequent barge cleaning activities. The oil would be returned to tank WT-4 for accumulation of a sufficient volume for subsequent off-site use as either crude oil feedstock or supplemental fuel, depending on its chemical and physical characteristics.

SBA believes that this method of cleaning barges and managing the residuals from such cleaning, which is its current method of performing such activities, will not result in any future or additional liability for the Customer.

Dedication of Revenues to Fund Cleanup Costs

In order to assure Customers that a portion of the revenue generated from providing additional business to SBA will be dedicated to fund closure and remediation activities, SBA is proposing to establish an escrow account into which certain funds will be placed and dedicated for the payment of costs associated with activities currently being funded by SBA and SBA's portion of the costs for future environmental activities. Such current and future costs include, preparation of the investigatory, closure, post-closure, and remediation plans, implementation of such plans, penalties, other environmental compliance costs, and consultants' and attorneys' fees associated with such activities.

In determining the amount of revenues generated from each barge serviced that should be placed in the escrow account, SBA will calculate the gross margin, i.e., those revenues in excess of costs associated with barge cleaning. The costs typically associated with barge cleaning include, labor, salaries, parts, materials, sampling and analyses, transportation of residuals, disposal of residuals, as well as an overhead percentage of ten (10%) percent.

SBA proposes to enter into an escrow agreement which provides that the escrow agent will retain the gross margin, as calculated above, on payments for

July 5, 1996

Page 3

services performed on behalf of Customers who have potential liability for the closure and remediation activities at the facility. Payments of the gross margin for services rendered by SBA to those Customers would be made directly to the escrow agent. Payments for costs would be made to SBA. The agent would then retain in the account the sums representing gross margins and disburse said sums in payment of invoices or payment demands for covered environmental costs [e.g., preparation of the investigatory, closure, post-closure, and remediation plans, implementation of such plans, penalties, other environmental compliance costs, and consultants' and attorneys' fees associated with such activities] upon submission by SBA to the escrow agent. Monthly statements itemizing all receipts and disbursements would be provided to each participating customer.

Update on Closure and Remediation Activities

Request for quotations ("RFQs") for the preparation of investigatory, closure, post-closure and remediation plans were sent out and are due on July 5, 1996. The companies that RFQs were sent to are TRC Environmental Solutions, Inc., Remediation Technologies, Inc., C-K Associates, Inc. and Woodward-Clyde Consultants. The successful bidder should be selected the following week. The successful bidder will be given 12 weeks to prepare final drafts of the plans which makes the due date for deliverables during the fourth week in September 1996.

Several telephone conferences were convened with EPA during June 1996 which confirmed EPA's current position that it will delay the issuance of an enforcement action to SBA until it receives and approves the plans. It will take 30 to 90 days after receipt for EPA to approve the plans and issue the enforcement action. Thus far, EPA has indicated that the enforcement action, when issued, will require the implementation of the approved plans.

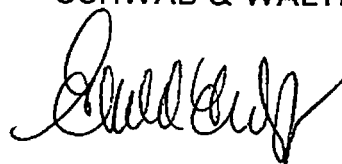
As a final note, the information contained herein regarding SBA's barge cleaning methodologies and residuals management is a compilation of information obtained by our firm from SBA, our review of records and our site visits. While we believe the information correctly relates the current methods of performing barge cleaning and managing the residuals from such cleaning, this letter is not intended to be a warranty of the correctness of such information and should not be a substitute for direct inquiry and verification.

If you should have any questions in the interim, please do not hesitate to contact the undersigned, or J. Mike DiGiglia of our office, at your convenience.

July 5, 1996
Page 4

Sincerely,

SCHWAB & WALTER

A handwritten signature in cursive script, appearing to read "G. L. Walter, Jr.", written in black ink.

Gerald L. Walter, Jr.

GLWjr/rs

Schwab & Walter
Attorneys at Law

John Schwab
Gerald L. Walter, Jr.

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J. Lee Alcock, Jr.
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10636 Linkwood Court
Baton Rouge, Louisiana 70810-2854
Telephone (504) 767-1460
Fax (504) 769-0010

June 21, 1996

CERTIFIED MAIL -
RETURN RECEIPT REQUESTED

Barge Transport Company
1812 Durham
Houston, Texas 77007

Attn: Mr. Dale Smith
Manager

RE: Notice of Request for Voluntary Contribution to Fund Remediation and
Closure Activities at SBA Shipyards

Dear Mr. Smith:

The undersigned has been retained to assist SBA Shipyards, Inc. ("SBA") in addressing certain pending and proposed enforcement actions and interfacing with a remediation and compliance project team for the timely remediation and closure of certain waste management units at SBA. As you may be aware, SBA has cleaned barges for Barge Transport Company (and its predecessor companies) in the past. A summary of those barges will follow as soon as the records review has been completed. Historically, SBA deposited these barge cleaning residues in unlined surface impoundments and recovered some of the hydrocarbons from the impoundments for off-site use as supplemental fuel or crude oil feedstock at oil refineries. Although the management of hydrocarbons during recent years has primarily been conducted in tanks, substantial hydrocarbon residuals remain in the surface impoundments. Moreover, SBA has confirmed that a free-phase hydrocarbon layer is present in the subsurface stratum between the bottom of the surface impoundments and the upper surface of the water table.

In light of enforcement actions issued by the Louisiana Department of Environmental Quality and an anticipated enforcement action from U.S. EPA Region VI, SBA is currently taking steps to develop the data necessary for the preparation and implementation of a remediation and closure program for the hydrocarbon management area of the facility. SBA also has the added incentive that, unless reasonable,

Mr. Dale Smith
June 21, 1996
Page 2

consistent progress is made toward ultimate remediation and closure, the matter will be transferred to the EPA Region VI CERCLA Response and Prevention Branch ("EPA") who would take control of the remediation and closure activities. It is estimated that the resultant cleanup costs and litigation that would be initiated by EPA against SBA and its former and current customers for cost recovery would be between three and four times the cost of a voluntary remediation and closure effort.

Unfortunately, it is impossible for SBA to fund the activities that must be conducted to remediate and close this portion of the facility within a time frame that will be acceptable to the regulatory agencies. Thus, SBA now finds itself in the awkward position of seeking outside resources to enable it to maintain satisfactory progress.

SBA's purpose for contacting you regarding this activity is to enlist Barege Transport's voluntary participation in the funding of the remediation and closure efforts at the facility. It is our belief that Barge Transport has some potential liability at SBA since residuals from the cleaning of its barges may now present in the surface impoundments and groundwater. In an attempt to avoid delays in remediation activities and inevitable EPA intervention, SBA is approaching all of its former and current customers regarding voluntary contribution. We have attached relevant information that will be of assistance in evaluating your company's potential liability at SBA. As noted above, summaries of the actual barges, their previous cargoes and the dates that Barge Transport's barges were cleaned at SBA will follow.

If you should have any questions in the interim, please do not hesitate to contact the undersigned, or J. Mike DiGiglia of our office, at your convenience.

Very truly yours,

SCHWAB & WALTER

William E. Hodgkins

Attachments

ATTACHMENTS

- | | |
|---------------------|--|
| Attachment 1 | Louisiana Department of Environmental Quality Enforcement Actions and Related Correspondence |
| Attachment 2 | History of and Current Conditions at SBA Shipyards, Inc. and a Description of Known Environmental Impacts |
| Attachment 3 | Facility Site Plan |
| Attachment 4 | April 12, 1996 and May 9, 1996 Letters to U.S. EPA |
| Attachment 5 | Customer Information Relating to Historical Barge Cleaning Activities (Current Revision) |
| Attachment 6 | Analytical Summaries |
| Attachment 7 | Jesco Environmental and Geotechnical Services, Inc. Subsurface Sampling Investigation |

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOS	WORK ORDER #	ADDITIONAL INFORMATION
Barge Transport Co. 1818 McKinney Avenue Houston, TX 77003	8/21/70	Cape Cod	Suspect crude oil	3693	Gas free 8500 barrel tank barge
	8/31/70	Denver	Suspect crude oil	3697	Gas free 8400 barrel tank barge
	3/30/71	Curtis, Jr.	Suspect crude oil	3768	Gas free 8,500 barrel tank barge
	12/20/73	Jimmie T	Suspect crude oil	3975	Gas free tank barge
	1/22/74	Cherokee	Suspect crude oil	3977	Gas free 8,500 barrel tank barge
	1/29/74	Choctaw	Suspect crude oil	3981	Gas free vessel
	2/26/74	Cape May	Suspect crude oil	3984	Gas free 9,000 barrel tank barge
	4/1/74	Trinity	Suspect crude oil	3989	Gas free 8,500 barrel tank barge
	4/4/74	Denver	Suspect crude oil	3991	Gas free 8,500 barrel tank barge
	4/8/74	Shasta	Suspect crude oil	3992	Gas free 17,000 barrel tank barge
	5/7/74	St. Clair	Light Crude Oil	4000	Gas free 8,500 barrel tank barge
	5/28/74	Shavano	Suspect crude oil	4004	Gas free 16,000 barrel tank barge
	6/26/74	Ranier	Suspect crude oil	4008	Gas free 17,0900 barrel tank barge
	7/2/74	Huran	Suspect crude oil	4010	Gas free 8,500 barrel tank barge
	8/5/74	Curtis, Jr.	Suspect crude oil	4011	Gas free 8,500 barrel tank barge
	8/27/74	Salvador	Suspect crude oil	4016	Gas free 8,500 barrel tank barge
	9/16/74	Cape Cod	Suspect crude oil	4021	Gas free 9,000 barrel tank barge
	7/78	Choctaw	Suspect crude oil	195	Cleaned barge including bow rake
	11/78	St. Clair	Light Crude Oil	347	Cleaned barge

Barge Transport Co. 1818 McKinney Avenue Houston, TX 77003	12/78	Trinity	Crude Oil	345	Cleaned barge
	3/79	Jimmie T	Suspect crude oil	368	Gas free 9000 barrel tank barge
	3/79	Betty	Crude Oil	375	Cleaned 8,500 bbl barge
	3/79	Neuces	Crude Oil	376	Gas Free Tank barge
	5/79	St. Clair	Light Crude Oil	386	Gas free 8,500 bbl tank barge
	6/79	San Jacinto	Crude Oil	388	Gas free 8,500 bbl barge
	6/79	Cape Cod	Crude Oil	392	Gas free 8,500 bbl barge
	6/79	Lavaca	Crude Oil	390	Gas free 8,500 bbl barge
	9/79	Neuces	Crude Oil	420	Gas free tank barge
	10/79	Jimmie T.	Crude Oil	441	Gas free and clean 8,500 bbl tank barge
	10/79	Comanchie	Crude Oil	444	Gas free and flush cargo lines or 8,500 bbl barge
	11/79	Brazos	Crude Oil	448	Gas free 8,500 bbl tank barge
	2/80	Apache	Crude Oil	487	Gas free 9,500 bbl tank barge
	4/80	Cape May	Crude Oil	494	Gas free and clean 9,000 bbl tank barge
	4/80	Ontario	Crude Oil	500	Gas free and clean 9,000 bbl tank barge; rust, scale, heavy products
	5/80	Cape Cod	Crude Oil	499	Gas free and clean barge
	6/80	Brazos	Crude Oil	510	Gas free and clean barge
	7/80	Jimmie T.	Crude Oil	503	Gas free 8,500 tank barge
	7/80	Neuces	Crude Oil	516	Gas free barge
	9/80	Panama	Crude Oil	517	Gas free and clean tank barge
	10/80	Apache	Crude Oil	554	Gas free and clean 9,000 bbl tank barge
	3/81	Navidad	Crude Oil	575	Gas free vessel - 208 man hours

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOS	WORK ORDER #	ADDITIONAL INFORMATION
Barge Transport Co. 1818 McKinney Avenue Houston, TX 77003 <i>Paul Peak</i> <i>L. Walker</i> <i>Dale Smith</i>	8/21/70	Cape Cod		3693	Gas free 8500 barrel tank barge (i)
	8/31/70	Denver		3697	Gas free 8400 barrel tank barge (i)
	3/30/71	Curtis, Jr.		3768	Gas free 8,500 barrel tank barge (i,w)
	12/20/73	Jimmie T		3975	Gas free tank barge (i,w)
	1/22/74	Cherokee		3977	Gas free 8,500 barrel tank barge (i,w)
	1/29/74	Choctaw		3981	Gas free vessel (i,w)
	2/26/74	Cape May		3984	Gas free 9,000 barrel tank barge (i,w)
	4/1/74	Trinity		3989	Gas free 8,500 barrel tank barge (i,w)
	4/4/74	Denver		3991	Gas free 8,500 barrel tank barge (i,w)
	4/8/74	Shasta		3992	Gas free 17,000 barrel tank barge (i,w)
	5/7/74	St. Clair	Light Crude Oil	4000	Gas free 8,500 barrel tank barge (i,w)
	5/28/74	Shavano		4004	Gas free 16,000 barrel tank barge (i,w)
	6/26/74	Ranier		4008	Gas free 17,0900 barrel tank barge (i,w)
	7/2/74	Huran		4010	Gas free 8,500 barrel tank barge (i,w)
	8/5/74	Curtis, Jr.		4011	Gas free 8,500 barrel tank barge (i,w)

	8/27/74	Salvador		4016	Gas free 8,500 barrel tank barge (i, w)
	9/16/74	Cape Cod		4021	Gas free 9,000 barrel tank barge (i, w)
	7/78	Choctaw		195	Cleaned barge including bow rake - 130 man hours (i, w)
	11/78	St. Clair	Light Crude Oil	347	Cleaned barge - 68 man hours (i, w, i)
	12/78	Trinity	Crude Oil	345	Cleaned barge - 85 man hours (c, w, i)
	3/79	Jimmie T		368	Gas free 9000 barrel tank barge - 100 man hours (i, w)
	3/79	Betty	Crude Oil	375	Cleaned 8,500 bbl barge - 80 man hours (c, w, i)
	3/79	Neuces	Crude Oil	376	Gas Free Tank barge - 96 man hours (c, w, i)
	5/79	St. Clair	Light Crude Oil	386	Gas free 8,500 bbl tank barge - 89 man hours (c, w, i)
	6/79	San Jacinto	Crude Oil	388	Gas free 8,500 bbl barge - 98 man hours (c, w, i)
	6/79	Cape Cod	Crude Oil	392	Gas free 8,500 bbl barge - 83 man hours (c, w, i)
	6/79	Lavaca	Crude Oil	390	Gas free 8,500 bbl barge - 156 man hours (c, w, i)
	9/79	Neuces	Crude Oil	420	Gas free tank barge - 98 man hours (c, w, i)
	10/79	Jimmie T.	Crude Oil	441	Gas free and clean 8,500 bbl tank barge - 95 man hours (c, w, i)
	10/79	Comanchie	Crude Oil	444	Gas free and flush cargo lines or 8,500 bbl barge - 78 man hours (c, w, i)
	11/79	Brazos	Crude Oil	448	Gas free 8,500 bbl tank barge - 90 man hours (c, w, i)

	2/80	Apache	Crude Oil	487	Gas free 9,500 bbl tank barge - 69 man hours (C, W, I)
	4/80	Cape May	Crude Oil	494	Gas free and clean 9,000 bbl tank barge - 78 man hours (C, W, I)
	4/80	Ontario	Crude Oil	500	Gas free and clean 9,000 bbl tank barge - 160 man hours; rust, scale, heavy products (C, W, I)
	5/80	Cape Cod	Crude Oil	499	Gas free and clean barge - 83 man hours (C, W, I)
	6/80	Brazos	Crude Oil	510	Gas free and clean barge - 86 man hours (C, W, I)
	7/80	Jimmie T.	Crude Oil	503	Gas free 8,500 tank barge - 60 man hours (C, W, I)
	7/80	Neuces	Crude Oil	516	Gas free barge - 136 man hours (C, W, I)
	9/80	Panama	Crude Oil	517	Gas free and clean tank barge - 213 man hours (C, W, I)
	10/80	Apache	Crude Oil	554	Gas free and clean 9,000 bbl tank barge - 110 man hours (C, W, I)
	3/81	Navidad	Crude Oil	575	Gas free vessel - 208 man hours (C, W, I)

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Page 1

INVOICE NO. 8-6

ORDER NO. Job 3693

DATE Aug 21 196

P. O. NO.

T/B CAPE COD and/or Owners and/or Charterers
C/O Barge Transport Company
P.O. Box 1751
Houston Texas 77001

TERMS: ~~XXXXX~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees; and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas free 8,4000 barreil tank barge. Labor and Materials and Chemicals. \$750.00
2. Gas free Certificate 95.00
3. (a) Drydock vessel 250.00
(b) 6 Laydays at \$30.00 per day 180.00
4. Burn test holes in knuckle and bottom plate for USCG inspector and owner representative. Labor and Materials. 52.00
5. Crop and renew thefollowing bottom plate starting about 5' aft of # 1 rake tank bulkhead. 83' x 33' x 3/8 plate. Aft on centerline 4' to P/S from new plate. 14'6" x 8' x 7/16" plate. Two plate to port side of 4' strip 8' x 8' x 3/8" plate. Total plate required - 46,314lbs at 28.2¢ per lb. - Labor and Materials 13,060.55
6. Bottom Knuckle port side # 1 and 2 tanks and 48'6" x 3' 6" x 1/2" plate formed. 3468# at .45 ¢ per lb.- Labor and Materials. 1,560.60
7. Remainder of bottom seams and butts including knuckle butts to be sanblasted and rewelded with fleet 35 D.C. Electrodes. Total of 405 len. feet single and double pass welding ay \$2.00 per len foot - Labor and Materials. 810.00
8. Internal repairs # 1 and 2 P/S main tanks. Repairs in other tanks and rakes. Bottom and side Longt. angles to trusses. Fitting and rewelding - 40 Len. feet at \$2.00 per len foot. Labor and Materials. 80.00
9. Clean rake tank foward and aft by cutting hole in bottom and washing out. Rewelding patch over holes. Labor and Materials 87.00

Mr. Smith

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Page 1

T/B "DENVER" and/or Owners and/or Charterers
c/o Barge Transport Company
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 8-12

ORDER NO. JOB #3697 ✓

DATE August 31, 1970 196

P. O. NO. _____

TERMS: ~~XXXX~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

- | | |
|---|-----------|
| 1. Gas free 8,400 barrel tank barge. Labor & materials | \$ 755.00 |
| 2. Furnish gas free certificate. | 85.00 |
| 3. (a) Drydock vessel. | 247.50 |
| (b) Eight (8) laydays on marine ways @ 40.00 per day. | 320.00 |
| 4. Test holes as directed by Owner's representative and U.S.C.G. Labor & materials | 60.00 |
| 5. Crop and renew the following bottom plate and structural:
one plate 10'x 9'6 x 3/8
one plate 9'7"x 4'6"x 3/8
one plate 5'3"x 3'9"x 3/8
one plate 14'x 40'x 3/8
one plate 32'8"x 52'x 3/8
one plate 7'3 x 3'5"x 3/8
one plate 7'8"x 36'8"x 3/8
one plate 5'8"x 36'8"x 3/8
Starboard rake tank sheet 10'x 3'6 x 5/16" plate
Structural in #1 Stbd. Tank 40'x 8" channel
Structural in Stern rake tank 8'4"x 6 x 3½ x 5/16 angles
two 12"x 12"x 3/8 brackets
two ft. (2') 4"x 3"x 5/16" angles
two ft. (2') 4"x 4"x 5/16" angles
TOTAL of 45,886 lbs. plate & structural @ 30¢ per lb. | 13,765.80 |

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B CURTIS JR. and/or Owners and/or Charterers
% Barge Transport Company
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 3-26

ORDER NO. Job # 3768

DATE March 30 1967

P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for the amount of
as per attached sheets.

\$ 9, 258.86

T/B CURTIS JR. and/or Owners and/or Charterers
% Barge Transport Company
P.O. Box 1751
Houston, Texas 77001

Page 1
3-26
Job # 3768
March 30, 1971

- | | | |
|---|-------------------|-----------|
| 1. Gas free 8,500 barrel tank barge. | Labor & Materials | \$ 510.00 |
| 2. Furnish gas chemist certificate. | | 95.00 |
| 3. Drydock vessel and three laydays. | | 375.00 |
| 4. Burn test holes in knuckle, side sheet and transom ends as requested by Mr. Peak and Inspector Sipes, USCG. Some welded inside and out. Some burned out with repairs. | Labor & Materials | 35.20 |
| 5. Crop and renew bottom knuckle Starboard side 6'-2" X 4' X 1/2" formed plate. One 35' X 30" X 1/2" formed plate transom knuckle at bottom, toed in 3". One 20" X 24" X 1/2" formed after rake corner knuckle at bottom. One port side bottom knuckle insert 20" X 30" X 1/2" formed plate port side bottom knuckle. 7'-10" X 3' X 1/2" formed plate. One stern transom deck knuckle 3'-10" X 42" X 1/2" formed plate. Side sheet deck knuckle. Port side #3 tank 17'-6" X 4' X 3/8" plate and 27' of 9" 13.4# channel stern rake internals. 2- 18" X 27" X 7/16" plate brackets. Two 15" X 24" X 7/16" brackets. One 24" X 14" X 3/8" web plate. 3' X 3 X 4 X 3/8 deck and 4' of 1/4" flat bar. Total of 4850# plate and structural. | Labor & Materials | 2,910.00 |
| 6. Crop and renew internals in bow rake tank, No. 1 Port and Starboard tanks. Crop and install side sheet plate inserts at Take and main tank bulkhead and insert plate in port side forward. Rake tank bulkhead as follows: (#1 Starboard tank) One 7'-9" X 20" X 3" flanged web plate. One 13' X 20" X 3/8" web plate. One 16'-6" X 20" X 3/8" web plate. 23' of 4" X 3" X 3/8" angle. One 8'-6" X 9" 13.4# Channel. Five 12" X 12" X 3/8" plate brackets. One 2' X 10" X 5/16" plate BHD insert. 2' of 6" 8.2# Channel. (#1 Port Tank). One 3'-6" X 17" X 3/8" web plate. One 9' X 19" X 3/8" web plate. One 9'-6" X 12" X 3/8" plate web. 27' of 8 X 3 1/2 X 3/8" angle. 2' of 6 X 3 1/2 X 3/8" angle. Two 15" X 15" X 3/8" plate brackets. One 12" X 12" X 3/8" plate brackets. 4' of 7" 9.8# Channel. 3'-6" of 9" 13.4# Channel. One 2' X 10" X 5/16" bulkhead insert | | |

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE " JIMMIE T" and/or Owners
and/or Charterers
Barge Transport Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 1-1
ORDER NO. Job # 3975
DATE Jan. 3, 1974 196
P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to
your Barge Jimmie T as per Mr. Walker
and as per attached sheets.

Total Labor and materials.	\$13,259.00
4% State and Parish Tax.	<u>530.36</u>
Total Amt.	\$13,789.36

CHECKED BY

Louis Marshall

S.B.A. SHIPYARDS, INC.

Job 3975

Dec. 20, 1973

TANK BARGE " JIMMIE T" and/or Owners
and/or Charterers
Barge Transport Co.
P.O. Box 1751
Houston, Texas 77001

REPAIRS AS PER MR. L.Z. WALKER

1. Gas Free Tank Barge.
Labor, equipment and chemical \$ 960.00
2. Furnish Gas Free Certificate. \$ 95.00
3. (A) Dry dock vessel for repairs,
testing. \$ 330.00
(B) 8 Laydays to complete. @50.00 \$ 400.00
4. Burn test holes for Walker and U.S.C.G.
inspector. Weld up inside and out if cut
out with replacing plate etc.
20 test holes @ \$3.00 each. Labor & Mat. \$ 60.00
5. (A) Plate and structural renewals as
follows.
1 - Centerline plate # 1 P/S tank
extending
1½ into bow rake, 42' x 10' x 3/8"
1 - stern rake plate across from
B.H.D. up 28' x 3' x 3/8" plate. Bow
rake plate 10' x 5'-6" x 3/8"
1 - knuckle plate # 1 tank stbd. side
plate formed 3' x 4'-6" x ½" plate.
Bow rake rank internals to be cropped
and renewed 25- 12" x 12" x 3/8" plt.
bkts.
5 - bottom lngt. angles 6' long 3" x 4"
x 5/16"
3 diag. braces 4 x 4 x 5/16" angle 8' long

y/s
copy

S. B. A. SHIPYARDS, INC.

P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

┌ TANK BARGE "CHERKEE" and/or Owners
and/or Charterers
Barge Transport Co...
1818 MacKinney
Houston, Texas 77001

INVOICE NO. 1-7

ORDER NO. Job # 3977

DATE Jan. 22, 1974 196

P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your
Tank Barge "Cherkee" as per Mr. Peak and
George. And as per attached sheets.

Total Labor and materials.	\$30,666.00
4 % State and Parish Taxes	<u>1,226.64</u>
Invoice Amount	\$31,892.64

CHECKED BY

Louis Marshall

Jan. 22, 1974

TANK BARGE " CHERKEE" AND/OR Owners and/or Charterers
Barge Transport Co.
1818 MacKinney
Houston, Texas 77001

REPAIRS AS REQUESTED BY MR. PEAK AND GEORGE
1/7/74.

1. Gas Free 8500 BBL. Tank Barge.
Heavy crude bottoms.
Labor and equipment
chemicals and supplies \$ 845.00
2. Furnish Gas Free Certificate. \$ 105.00
3. (A) Dry dock vessel 165' @ \$2.00 per
foot. \$ 330.00
(B) 6 Lay Days to complete repairs @
\$50.00 \$ 300.00
4. Burn test holes as requested, guage and
record same.
42 holes @ \$3.00 per hole
Labor and materials. \$ 126.00
5. Crop and renew the following bottom plate,
knuckle plate and make internal repairs.
 - (A) Bottom 1 - plt. 74' x 12'-6 x 3/8"
1 - plt. 44' x 8' x 3/8", 1 - plate 24'-6"
x 8' x 3/8"
1 - plt. 77' x 6' x 3/8" port side 1-
plt. 98'-6" x 14' x 3/8"
Plate and structural Total 45,108 lbs.
 - (B) Crop and renew the following knuckle and
corner plates.
1 - formed knuckle stbd. side 127' x 4' x 1/2"
with transion at bow.
1 - formed plate port side 115' x 4' x 1/2"
1 - corner plate formed stern rake 6' x 3'
x 1/2"
1 - 6'-6" x 6' x 1/2" bottom knuckle stern.
Total Plate and structural 20,910 lbs.
 - (c) Furnish and install pollution pins around
power unit and diesel tank.
86' of 8" x 3/8" plate. 86' of 5/8
round bar.

Your Copy
B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "CHOCTAW" and/or Owners
and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 2-2

ORDER NO. Job #3981

DATE 2/6/74 1974

P. O. NO. _____

TERMS: ~~NET 30~~ CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$100,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs on your barge
"CHOCTAW" as per Mr. Paul Peak as per attached sheet. \$12,865.00
4% State & Parish taxes 514.60
Total Invoice amount \$13,379.60

CHECKED BY: Paul Peak

S.B.A. SHIPYARDS, INC.

Jan. 29, 1974

JOB #3981

**TANK BARGE "CHOCTAW" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Tex. 77003**

REPAIRS AS PER MR. PAUL PEAK INSPECTION AND/OR REQUEST.

1. Gas Free Vessel.
Labor, Materials, Chemicals & Equipment 1225.00
2. Furnish Gas Free Certificate. 105.00
3. (A) Dry dock vessel. 330.00
(B) 7 Lay days to complete repairs, inspections
and testing. @ \$50.00 per day. 350.00
4. Burn and record guagings of bottom and knuckle plate
38 test holes. @ \$3.00 per hole.
Labor & materials 114.00
5. Crop and renew the following bottoms and bottom
knuckle plate.
 - (1) 1 - bottom plate 7' x 35' x 3/8".
1 - bottom plate bow centerline rake and
No. 1 tank 8' x 23' x 7/16" plate 4' each
side of centerline.
1 - bottom plate 11' x 8' x 3/8"
 - (2) Knuckle plate P/S at bow rake transion plate.
2 - pcs. 7' x 3'6" x 1/2" formed
1 - plate knuckle formed midship stb. side
24' x 4' x 1/2" plate.

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

☐ TANK BARGE "CAPE MAY" AND/or Owners

and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 2-9

ORDER NO. Job # 3984

DATE Feb. 26, 1974 198

P. O. NO.

TERMS: ~~CODD~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR REPAIRS TO YOUR TANK
BARGE CAPE MAY AS PER MR. PEAK AND MR. GEORGE
AND AS PER ATTACHED SHEETS.

TOTAL LABOR AND MATERIALS.	\$34,648.00
4% STATE AND PARISH TAX.	1,385.92
INVOICE AMOUNT	\$36,033.92

CHECKED BY _____

S.B.A. SHIPYARDS, INC.

JOB NO. 3984

Feb. 26, 1974

TANK BARGE " CAPE MAY" and/or Owners and/or Charterers
BARGE TRANSPORT CO.
1818 McKinney Ave.
Houston, Texas 77003

REPAIRS PER INSPECTIONS OF MR. PAUL PEAK, GEORGE
AND ED HARMS U.S.C.G. INSPECTOR.

1. Gas Free 9000 BBL. Tank Barge, clean rake tank
and gas free and wash oil from stern rake.
labor and equipment \$1156.00
Chemical and supplies 282.00
2. Furnish gas free chemist Certificate. 105.00
3. (A) Dry dock vessel. 330.00
(B) 8 lay days to complete repairs, testing
and deck, blasting and painting. 400.00
4. Burn test holes in bottom plating sides, and knuckles
as directed by inspectors, record guagings, list
test holes burned.
43 @ \$3.00 each labor and materials. 129.00
5. Remove old wash out lines from deck and inside
tanks while bottom and knuckles off, weld small
plate doublers over deck pipe penetrations.
6. Install new pollution pens on deck as directed
by Mr. Peak 266' x 1' x 3/8 plate, 1 pc. 24'
x 9" x 3/8 plate mid ship pollution box. 290'
of 5/8" round bar cap 1/2" pipe collars and plugs
for drains, 3/8" bkts. for supporting pollution
rails.
7. Repair fuel lines to power units, repair remote shut
down. Fabricate and install 3 permanent header pans

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Trinity" and/or Tugs and/or Charters
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 4/4

ORDER NO. Job #3989

DATE 4/8/74 1974

P. O. NO. _____

TERMS: ~~NET 30~~ CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$100,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for ~~exp~~ repairs on your Tank Barge "Trinity" as per Job sheet attached.

Labor and Materials	\$ 6,305.00
4% State & Parish Taxes	<u>252.20</u>
Invoice Amount	\$ 6,557.20

CHECKED BY:

R. J. Daniel

WORK ORDER

S. B. A. SHIPYARDS, INC.

JOB #3989

April 1, 1974

Tank Barge "Trinity" and/or Owners and/or Charters
Barge Transport Co.
1818 Mackinney Ave.
Houston, Texas 77003

1. Gas free 8500 BBL. tank barge.

Labor, mat'ls., chemicals & equip. \$ 990.00
2. Furnish gas free certificate. 105.00
3. (A) Dry dock 165' vessel for repairs and inspections.

Shift on dock to weld - black spots 320.00

(B) Hold on dock until repairs and testing completed - undock.

4 days at \$50.00 per day 200.00
4. Burn and guage - ~~xy~~ test holes - required for inspectors.
Weld inside and out where not replaced or cut out with repairs.

Labor & Mat'l. 122.00
5. (A) Crop and renew upper bilge plate - port side #1 & 2 tanks -
35' x 2' x 1/2" plate insert - welded inside and out.

1,428 Lbs. @ 65¢ Lb. Labor & mat'l. 928.00

(B) Locate and reweld leaking test hole on center line of vessel-
back of #2 STB. tank. Hole had been welded outside and not
inside at one time.

Labor & mat'l. 32.00

(C) Internal repairs all tanks and rakes as per U.S.C.G. and

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "DENVER" and/or Owners and/or Charters
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 4-11

ORDER NO. Job #3991

DATE 4/16/74 1974

P. O. NO. _____

TERMS: ~~XXXXXX~~ CASH:

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your Tank Barge
"DENVER" as per attached work order.

Labor and Material's	\$ 12,873.70
4% State and Parish Taxes	<u>514.95</u>
Invoice amount	\$ 13,388.65

CHECKED BY: _____

R. M. Marshall

S.B.A. SHIPYARDS, INC.

JOB # 3991

work sheet

April 4, 1974

TANK BARGE " DENVER" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

REPAIRS TO VESSEL ON DOCK AS REQUESTED BY U.S.C.G.
AND MR. L.Z. WALKER.

1. Gas Free 8500 BBL. Tank Barge.
Labor, Equip. & Chemicals \$ 948.00
2. Gas free Certificate by Certified Chemist. 105.00
3. (A) Dry dock vessel , 165' ft.
@ \$2.50 per len foot 412.50

(B) 5 Lay days to complete repairs, testing,
and painting. @ \$50.00 per day 250.00
4. Burn, guage, and record test holes as per Mr.
Walker's instructions. ABOUT 20 holes bottom
knuckles and side sheets. Weld holes not removed
with repairs inside and out.
Labor & materials 82.50
5. (A) Crop and renew total of abt. 125' of $\frac{1}{2}$ " x 3'
formed bilge knuckle in 3 pcs. 58' on stbd.
side and rest on port.
7,650 Lbs. @ 70¢ La. Labor & Mat'ls. 5,355.00
(B) Crop and renew section of stern head log
after rake 13' x 28' x $\frac{5}{8}$ " formed knuckle
at deck 2 pcs. of $1\frac{1}{2}$ " round bar cable, rub
pads as directed abt. 13' total 16' of 8"
channel.
636 Lbs. @ 70¢ Lb. Labor & Mat'ls. 445.20

*your
Copy*

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

┌ Tank Barge "SHASTA" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney St.
Houston, Texas 77003

INVOICE NO. 4-16

ORDER NO. Job #3992

DATE 4/25/74 1974

P. O. NO. _____

TERMS: ~~NET 30~~ CASH:

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your tank barge
"SHASTA" as per Mr. Peak and U.S.C.G. Inspector as
attached sheets.

Total Labor & Materials	\$32,573.00
4% State & Parish Taxes	<u>1,302.92</u>
Total	33,875.92
Towing by Audry F from Browns Island to yard.	<u>200.00</u>
Total Inv. Amount	\$34,075.92

CHECKED BY:

Paul Marshall

S.B.A. SHIPYARDS, INC,

Job # 3992

Apr. 8, 1974

WORK SHEET

TANK BARGE "SHASTA" and/or Owners and/or Charterers
Barge Transport
1818 McKinney Ave.
Houston, Tex. 77003

REPAIRS AS PER MR. PEAK AND U.S.C.G. INSPECTOR.

1. Gas Free 17000 BBL Tank Barge.
Labor and materials and chemicals \$2300.00
2. Gas Free Certificate. 105.00
3. (A) Dry dock 265' long 535.00

(B) 6 Lay Days to complete repairs.
@ \$50.00 per day 300.00
4. Burn 41 test holes in knuckle and bottom, record
guaging, weld up test holes not cut out with
replacements inside and out.
Labor and materials 64.00
5. (A) Crop and renew port and stbd. knuckle at
bottom port side 160' x 40" x $\frac{1}{2}$ " formed plate
Stbd. side 185' x 40" x $\frac{1}{2}$ " formed plate.
Total 28,152 lbs plt. @ 50¢ lb.
Labor and materials. 14,076.00
(B) Bottom plt. #1 stbd. tank. 1 pc. 7/16
30' x 8' x 7/16 at center line and 1 pc..
42' x 8' x 3/8 " outboard, 1 pc. stern port
#4 tank outboard 40' x 3' x 3/8"
total 9267 lbs. plt. @ 45¢ per lb.
Labor and materials 4,176.00
(C) Install pollution pens on barge deck total
of 386' x 12" x 3/8" plate 1 pc. 29' x 9"

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

┌ Tank Barge "ST. Clair" and/or Owners
and/or Charterers
Barge Transport Co.
1818 McKinney St.
Houston, Tex. 77003

INVOICE NO. 5-8

ORDER NO. Job # 4000

DATE May 27, 1974 1974

P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your
Tank Barge St. Clair as per Mr. Peak and as
per attached sheets.

Total labor and materials.	\$15,629.60
Plus 3% State and Parish Tax	<u>625.18</u>
Invoice Amt. Due	\$16,254.78

Checked By

Paul Marshall

S.B.A. SHIPYARDS, INC.

May 7, 1974

WORK ORDER

Job #4000

Tank Barge "St. Clair" and/or Owners and/or Charters
Barge Transport Co.
1818 McKenney St.
Houston, Texas 77003

Repairs as per U.S.C.G. and Mr. Paul Peak

Labor and materials and equipment

Labor & Equipment

\$901.80

Chemicals and materials

112.20

1. Gas free - 8500 BBL tank barge.

2. Furnish gas free certificate.

105.00

3. (A) Dry dock - 165' barge.

Shift on block to weld under black spots

380.00

(B) 5 Lay days to complete repairs, testing,
and inspections.

250.00

4. Burn and guage and record guaging for U.S.C.G. and
owners information.-test holes- not cut and with
renewals or replacements - to be welded inside and
out - about 23 test holes.

Labor and materials

122.00

5. STEEL WORKS REQUIRED

1. After port rake deck knuckle - crop and renew -

10' x 4' x 3/8" plate.

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

┌ Tank Barge Shavano and/or Owners
and/or Charterers
Barge Transport Company
1818 McKinney St.
Houston, Texas 77001

INVOICE NO. 6-7

ORDER NO. Job # 4004

DATE June 11, 1974 1974

P. O. NO. _____

TERMS: ~~XXXXXX~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Repairs as requested by George Mays and Frank Hoyt
5/28/74 and as per attached sheets.

Total Labor and materials	\$7,889.00
4% State and Parish Taxes	315.56
Audrey F towing to Lake Arthur bridge 6/3/74 to meet Tug.	<u>100.00</u>
Invoice Amt.	\$8,304.56

Checked By

Louis Marshall

S.B.A. SHIPYARDS, INC.

Job # ~~3992~~ ⁴⁰⁰⁴

WORK SHEET

5/28/74

Shavano
TANK BARGE "~~SHASTA~~" AND/OR OWNERS AND/OR CHARTERERS
Barge Transport Company
1818 Mackenney Street
Houston, Tex. 77001

REPAIRS AS REQUESTED BY GEORGE MAYS AND FRANK HOYT
5/28/74.

- | | |
|--|------------|
| 1. Gas Free 16000 BBL. Box Barge. | |
| Labor | \$1,356.00 |
| Materials & chemicals | 825.00 |
| 2. Furnish Gas Free Certificate. | 105.00 |
| 3. A. Repair fractures in fwd. rake port side | |
| Labor and materials | \$ 28.50 |
| B. Repair fractures on centerline BHD. at top | |
| Labor and materials. | 42.00 |
| C. After rake 3 fractures on stb side one on port | |
| side. | |
| Labor and materials. | \$ 95.50 |
| 4. Crop and renew 2' of deck knuckle #2 port tank. | |
| #1 port reweld bulkhead. | |
| Replace gaskets on ullage hatches. | |
| #2 P/S Replace gaskets ullage | |
| Labor and materials. | \$ 632.00 |

5. Move S. D. ...

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

┌ TANK BARGE "RANIER" and/or Owners
and/or Charterers
Barge Transport Company
1818 McKinney St.
Houston, Texas 77001

INVOICE NO. 7-7

ORDER NO. Job # 4008

DATE July 12, 1974 1974

P. O. NO. _____

TERMS: ~~CASH~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. . In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

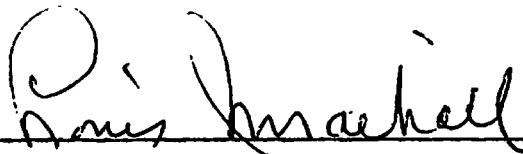
Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your tank barge
Ranier as per Mr. Peak and as per attached sheets.

Total labor and materials.	\$36,905.00
4% State and Parish Taxes	<u>1,476.20</u>
Invoice Amount	\$38,381. 20

Checked By



June 26, 1974

JOB ORDER

JOB # 4008

S.B.A. SHIPYARDS, INC.

Tank Barge "Ranier" and/or Owners and/or Charterers
Barge Transport Company
1818 Mackinney Street
Houston, Texas 77001

REPAIRS PER MR. PEAK AND U.S.C.G.

1. Gas Free 17,000 BBL. 250' tank Barge.
Labor and equipment \$2,325.00
materials and chemicals 385.00
2. Gas Free Certificate. 105.00
3. (A) Dry dock vessel 250' @ \$2.00 per ft. 500.00

(B) $\frac{6}{\$60.00}$ Lay days to complete repairs. @ 360.00
4. Burn test holes and record reading for owners rep.
and U.S.C.G. Weld holes not cut out with renewals
inside and out.
Labor and materials \$ 165.00
5. (1) Steel work , crop and renew as follows
bottom plate # 1 P/S tank at Vee 16' x 7' x $\frac{1}{2}$ "
plate. 1 plate 8' x 35' x $\frac{3}{8}$ - #1 Port into
No. 2 tanks,
(2) One pc. transion knuckle 18' x 4' x $\frac{1}{2}$ "
plate.
Bottom knuckle stb. side 155' x 3' x $\frac{1}{2}$ "
" " Port side 185' x 3' x $\frac{1}{2}$ "
Port stern corner 2' x 3'-6" x $\frac{5}{8}$ plate
Deck corner 12" x 30" x $\frac{5}{8}$ plate.
change 8 clean out hatches as directed.

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HURAN" and/or Owners and/or
Charterers
Barge Transport Co.
1818 McKinney St.
Houston, Texas 77001

INVOICE NO. 7-6

ORDER NO. Job # 4010

DATE July 12, 1974 1974

P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$100,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account as per Mr. Peak's instructions
and as per attached sheets.

Total labor and materials.	\$4367.00
4% State & Parish Taxes	<u>174.68</u>
Total Invoice Amount	\$4541.68

Checked By

Russ Marshall

S.B.A. SHIPYARDS, INC.

Job # 4010

July 2, 1974

TANK BARGE "HURAN" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney St.
Houston, Texas 77001

REPAIRS AS PER MR. PAUL PEAK

1. Gas Free 8500 BBL. Tank Barge.

Labor,	\$ 780.75
Chemicals & Supplies	192.25

2. Furnish Gas Free Certificate. 105.00

3. Add to deck header one tail header with valve and stands, fabricate and install one pollution box 4' x 4' x 11" deep with drain and check valve. Add 2 ButterWorth hatches to # 3 P/S after tanks.

Labor and materials	\$1898.00
---------------------	-----------

4. Crop and install 18" x 24" x 3/8" plate, insert in side sheet port tank where split.

Labor and materials	\$ 450.00
---------------------	-----------

5. Air test all main tanks and rakes.

6 tanks @ 60.00 & two rakes	
Labor and materials.	\$ 380.00

6. Remove water from tanks dry out and reinstall, clean out hatch covers.

Labor and materials.	\$ 268.00
----------------------	-----------

7. U.S.C.G. requirements.

your copy

S. B. A. SHIPYARDS, INC.

P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

Tank Barge "CURTIS JR." and/or Owners and/or Charterers
Barge Transport Inc.
1818 McKinney St.
Houston, Texas 77003

INVOICE NO. 8-4

ORDER NO. Job # 4011

DATE 8/5/74 196

P. O. NO. _____

TERMS: ~~XXXXXX~~ CASH:

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your vessel
Curtis Jr. as requested and as attached work sheets.

Total Labor & Mat'ls.	\$ 40,505.00
4% State & Parish Taxes	<u>1,620.20</u>
Invoice Amount	\$ 42,125.20

CHECKED BY: *P. Marshall*

S.B.A. SHIPYARDS, INC.

JOB # 4011

AUGUST 5, 1974

Tank Barge "CURTIS JR." and/or Owners and/or Charterers
Barge Transport Co., Inc.
1818 McKinney St.
Houston, Texas 77003

1. Gas Free 8500 BBL. Tank Barge.

Labor & Equipment	\$ 768.00
Chemicals & Deisel	200.00
2. Gas Free Certificate. 105.00
3. (A) Dry dock for repairs and U.S.C.G. inspection.
Dry docking only; still has year on original certificate 420.00

(B) 8 Lay days to complete repairs. @ \$60.00 per day. 480.00
4. Test holes, bottom plate, knuckles sides etc.
32 test holes, record guagings. @ \$ 6.00 per hole.
Labor & Mat'ls. 192.00
5. Crop and renew the following plate and structural.
 Stern Rake, port side one bottom plate.
 38' x 8' x 3/8 and one 38'6" x 8' x 3/8 plt.
 On stbd. side Stb. #1 tank 45'-6" x 9' x 3/8" plt.
 Port #2 tank bottom 41' x 9' x 3/8.
 1-Bottom plate - 2'-6" x 6' x 3/8
 4-2' x 2' x 5/16 plate deck patches.
 Total 20 806.00

4/1/74

S. B. A. SHIPYARDS, INC.

P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

Tank Barge Salvador and/or Owners
and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 8-13
ORDER NO. Job # 4016
DATE Aug. 31, 1974 1974
P. O. NO. _____

TERMS ~~XXXXXX~~ Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your tank barge
Salvador as per Mr. Peak and as per attached sheets.

Labor and materials.	\$2,343.00
4% State and Parish Tax	93.72
Invoice Amt.	<u>\$2,436.72</u>

Checked by

Russ Marshall

S. B. A. SHIPYARDS, INC.

August 27, 1974

WORK ORDER

JOB 4016

Tank Barge "SALVADOR" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

Repairs as requested by Mr. Peak.

- | | | |
|----|--|----------|
| 1. | Gas free 8,500 B.B.L. Tank Barge.
Labor, equipment and chemicals | \$989.00 |
| 2. | Furnish gas free certificate. | 105.00 |
| 3. | Repair bow forward, double bitt, install deck insert
under with new doubler - deck insert - 18"x24"x3/4" plate.
& 16" x 20" x 3/4" plate labor and material. | 352.00 |
| 4. | Form to fit - side sheet doubler at rake BHD . and weld
up. 7' x 1' x 3/8" plate. | 92.50 |
| 5. | Remove cement block - repair hole in bottom #2 STB. tank,
plugged hole, formed round cupped plate and welded.
Labor and material | 128.00 |
| 6. | Repair damage to STB. corner stern rake tank, 1-10" x 18"
x 3/4" plate
vee out and weld, labor and material | 135.00 |
| 7. | Air test Fwd and after rake tanks.
Labor and material | 92.00 |
| 8. | Rebolt all clean out hatches.
Repairs to tank hatches | 122.00 |
| 9. | Repairs to fractures in deck plate | 32.50 |

1st copy

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge Cape Cod and/or Owners and/or
Charterers
Barge Transport Co.
1818 McKinney Aven.
Houston, Texas 77002

INVOICE NO. 10-3

ORDER NO. Job # 4021

DATE Oct. 1, 1974 1974

P. O. NO. _____

TERMS ~~NET 30~~ **NET CASH**

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your vessel
as per U.S.C.G. inspection and Mr. L.Z. Walker, Mr.
George Mays and Mr. Peak and as per attached sheets.

Total	\$20,704.00
Plus 4% State and Parish Tax	828.16
Invoice Amount	<u>\$21,532.16</u>

Checked By

Russ Marshall

S.B.A. SHIPYARDS, INC.

Job # 4021

Sept. 16, 1974

Tank Barge " Cape Cod" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Avenue
Houston, Texas 77002

Repairs to Vessel per U.S.C.G. inspection and Mr.
L.Z. Walker. George Mays and Mr. Peak.

1. Gas Free 9000 BBL. Tank BARGE including washing both rake tanks.
Labor ,chemicals and equipment \$1653.00
2. Gas Free Certificate 105.00
3. (A) Dry dock 170' vessel. @ \$2.00 per len foot. 340.00

(B) 5 Lay days on rail way to complete repairs, testing, sand blasting and coating. @ \$60.00 300.00
4. Burn 27 test holes in knuckle and bottom and where instructed by inspectors. Record guaging, weld holes inside and out, not removed wiht plate renewals @ \$6.00 each labor and materials 162.00.
5. Crop and renew bottom knuckle. port side 132' x 3' x 1/2" and stb. side 81' x 3' x 1/2" formed plate.
213' x 3' = 639 sq. feet @ 20.4# = 13,036 lb. plate @ 65¢ lb. labor and materials \$8473.00
6. Sand Blast bottom seams and butts and reweld one and two
inspector.
2364.00

S. B. A. SHIPYARDS, INC.

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

P. O. BOX 1386

Tank Barge "Choctaw" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 7-14

ORDER NO. W.O. # 195

DATE July 26, 1978

P. O. NO. _____

~~XXXXXXXXXXXX~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part to delay in case of strike, labor difficulties, fire or cause beyond our control; or liability in case of defective workmanship or materials, is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

REPAIRS TO BARGE AS DIRECTED BY PAUL PEAK AND AS PER
ATTACHED SHEET.

Total labor and materials.	\$ 4,510.00
4% State & Parish Taxes	180.40
Invoice Amount	\$ 4,690.40

Checked By

R. Amador

276044

S.B.A. SHIPYARDS, INC.

July 26, 1978

W.O. # 195

Tank Barge "Choctaw" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

Repairs to Barge as directed by Paul Peak.

- | | |
|---|-------------|
| 1. Gas free and clean Barge including bow rake tank. Safe for men and fire. 130 man hrs. @ \$14.00 per hr. | \$ 1,820.00 |
| Chemical & Supplies. | 320.00 |
| 2. Furnish gas free Chemist Cert. | 135.00 |
| 3. Regasket and close Butter Worth hatches and pump well, air test #1 P/S tanks. | |
| 22 man hrs. @ \$14.00 per hr. | 308.00 |
| Bolts, nuts, gaskets. | 97.00 |
| 4. Furnish and install 2'x 2' x 5/16" plate insert in fwd. rake Bhd. in area of ladder, weld up both sides, repair fracture on port stern transom corner install wrapper, weld inside also. | |
| Paint draft marks, signs, U.S.C.G. required. | |
| 90 man hrs. @ \$14.00 per hr. | 1,260.00 |
| Steel plate, rods, materials. | 36.00 |
| 5. Wash after rake, remove scrap iron bkts. and other trash, float coat, fwd. and after rake tanks, as directed by Mr. Peak. | |
| 33 man hrs. @ \$14.00 per hr. | 462.00 |
| Materials. | 72.00 |
| Total labor and materials. | \$4,510.00 |
| 4% State & Patish Taxes | 180.40 |
| Invoice Amt. | \$4,690.40 |

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "St. Clair" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 11-7

ORDER NO. W.O. # 347

DATE Nov. 30, 1978 19

P. O. NO. _____

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

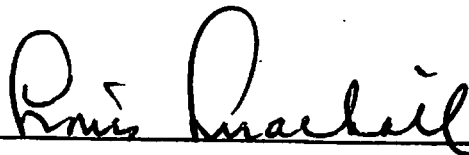
Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs and Gas Freeing as per Paul Peak and
as per attached sheet.

Total Labor and materials.	\$ 2,227.00
4% State & Parish Taxes	89.08
Invoice Amt.	\$ 2,316.08

Checked By



S.B.A. SHIPYARDS, INC.

Nov. 30, 1978

W.O. # 347

Tank Barge "St. Clair" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

Invoice for repairs & Gas Freeing as per Paul Peak.

1. Gas Free And clean vessel for hot work safe for men and fire.	
Week end overtime authorized by Peak.	
68 man hrs. @ \$18.00 per hr.	\$ 1,224.00
Chemical fuel oil and supplies.	126.00
2. Gas Free Chemist Cert.	145.00
3. (1) Test Tanks for leaks and after repairs.	
(2) Tested fwd. and after rake tanks.	
(3) Installed 7" x 18" x ½" patch on stern rake rewelded 4 fractures inside and out on stern rake.	
(4) Patched and welded fractures in bow rake.	
(5) Painted, signs on hatches, name on 4 corners and hailing port on fuel oil tank.	
(6) Replaced wing nut and eye bolt on fwd. rake hatch.	
(7) Located and patched and welded hole in #1 port tank bottom plate.	
(8) 35 len feet of rewelding.	
Total 46 man hrs. @ \$14.00 per hr.	644.00
Plate, hatch bolt and wing nut, gaskets welding wire, and oxygen and gas.	88.00
Total labor and materials.	\$ 2,227.00
4% State & Parish Taxes	89.08
Invoice Amt.	\$ 2,316.08

MARINE CHEMIST'S CERTIFICATE J.O # 347

SBA SHIPYARD
SURVEY REQUESTED BYST. CLAIR
VESSEL
TANK BARGE
TYPE VESSEL
SBA YARD
LOCATIONOWNER OR AGENT
JW Combs
TEST METHOD
Light Crude Oil
LAST CARGO11-27-78
DATE
7:20 Am
TIME OF COMPLETION
7655
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

RAKES: FORWARD AND AFT. SAFE FOR MEN AND HOTWORK

CARGO TANKS: #1, 2, 3 Port & Starboard

SAFE FOR MEN AND HOTWORK

* AIR BLOWER REQUIRED IN WORK TANK.

CARGO LINES AND DEEP WELL - WASHED AND DRAINED
VALVES CLOSED AFTER TANK INSPECTION
NOT SAFE FOR HOTWORK

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Kenneth Mercer
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

.....
Shipyard Representative

Title

Date

Time

S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

Tank Barge "Trinity" And/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 12-4

ORDER NO. W.O. # 345

DATE Dec. 11, 1978 19

P. O. NO. _____

Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs per Paul Peak, after on dock and
U.S.C.G. survey, November 12th, & 14th, 1978 and as per
attached sheets.

Total labor and materials.	\$ 53,762.00
4% State & Parish Taxes	2,150.48
Invoice Amount-----	\$ 55,912.48

By

Paul Marshall

Dec. 11, 1978

S.B.A. SHIPYARD, INC.

W .O. # 345

Tank Barge "Trinity" and/or Owners and/or Charterers
Barge Transport Company,
1818 McKinney Ave.
Houston, Texas 77003

REPAIRS PER PAUL PEAK, AFTER ON DOCK AND U.S.C.G. SURVEY,
NOVEMBER 12th & 14th, 1978

1. Gas free 8500 BBL. Tank Barge, clean for hot work, safe for men and fire.
85 man hrs. @ \$14.00 per hr. \$ 1,190.00
Chemical, supplies, diesel fuel and boiler fuel. 326.00
2. Gas Free Chemist Certificate. 145.00
3. Dry dock Vessel for repairs, shift on block for welding and painting black spots. 653.00
4. 14 lay days on marine ways for repairs and painting @ \$80.00 per lay day. 1,120.00
5. Burn, guage and record guaging of bottom plate, knuckle, Bhds, side shell, per U.S.C.G. and Paul Peak, holes not cut out with plate renewals welded inside and out, 52 @ \$8.00 each. 416.00
6. Crop and renew sections of pipe deck headers, U.S.C.G. required.
1 - pc. 8" sch. 40 - x 2' tail pipe header
2 - pcs. 10" sch. 40 x 2' cross header.
half sole and repair towing bitts,
2 corners.
40 man hrs. @ \$14.00 per hr. 560.00
Materials, and pipe oxygen and gas. 287.00
7. Clean, high pressure wash and float coat aft. and fwd. rake tanks.
63 man hrs. @ \$14.00 per hr. 882.00
Materials cost. 56.00
8. Plate and structural renewals required including internals.

2 pcs. of 6' x 40" x 1/2" formed transion rake knuckle plates.
1 - pc. bottom plate 18' x 35' x 3/8 aft. of bow rake.
1 - pc. 4' x 40' x 3/8" plate, stb. stern rake fwd.
1 - pc. 8' x 3' x 1/2" knuckle transion port bow
1 - pc. 130' x 32" x 1/2" formed port knuckle
1 - pc. 138' x 32" x 1/2" " stb. knuckle.
1 - pc. 4' x 22' x 3/8 bottom stern rake fwd.
1 - pc 8' x 8' x 3/8 plate port stern rake.
1 - pc. 3' x 10' x 3/8 bottom plate under BHD.

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD
SURVEY REQUESTED BY

<u>TRINITY</u> VESSEL	<u>JW Comb</u> OWNER OR AGENT	<u>1-5-79</u> DATE
<u>TANK BARGE</u> TYPE VESSEL	<u>Crude</u> TEST METHOD	<u>3:15 Pm</u> TIME OF COMPLETION
<u>SBA</u> LOCATION	<u>Crude</u> LAST CARGO	<u>7710</u> CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

SAFE FOR MEN - SAFE FOR HOT WORK
CARGO TANKS: #1, 2, 3 PORT & STBD

NOT SAFE FOR HOT WORK
FORE AND AFTER RAKES: LOOSE LIQUID FLOAT COAT ON BOTTOMS
CARGO LINES: OPEN AND DRAINED
VALVES CLOSED AFTER TANK INSPECTIONS
DECK DIESEL OIL TANK: FUEL OIL - CLOSED

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature]

Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Betty" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 3-12

ORDER NO. W.O. # 375

DATE Mar. 20, 1979

P. O. NO. _____

Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repair as per instructions of Mr. Paul Peak
and as per attached sheet.

Total labor and materials.	\$ 3,871.00
4% State & Parish Taxes	154.84
Invoice Amt.	\$ 4,025.84

Checked By

Russ Marshall

Mar. 20, 1979

S.B.A. SHIPYARDS, INC.

W.O. # 375

Tank Barge "Betty" and/or Owners and/or Charterers
Barge Transport Company
1818 MacKinney Ave.
Houston, Texas 77003

REPAIR BARGE AS PER INSTRUCTIONS OF MR. PAUL PEAK.

1. Gas Free 8500 BBL Tank Barge safe for men and fire, wash,
float coat from after rake to do necessary hot work.
80 man hrs. @ \$16.00 per man hr. \$ 1,280.00
Diesel fuel, chemical, rags. 46.00
2. Gas Free Chemist Certificate. 145.00
3. Stb. stern rake, head log corner, vee out, weld under and
out, install 12" x 10" x 1/2" doubler around corner.
Internals in #1 stb. tank replaced 21' of 4 x 7 x 3/8" angle.
4 - 15 x 15 x 3/8 bkts.
1 - pc. of 12" x 6" x 5/16" plate.
1 - pc of 20" x 5" x 1/2" doubler under deck pipe stanchion.
68 man hrs. @ \$16.00 per man hr. labor. 1,088.00
Steel, plate structural, welding rods, oxygen and gas. 162.00
4. Cut port deck header back 18", remove pipe stanchion
and install new doubler.
6 man hrs. @ \$16.00 per man hr. 96.00
5. Test cargo tanks and rake tanks.
32 man hrs. @ \$16.00 per hr.
Labor and materials. 512.00
6. Bolt up deck hatches and pump well.
U.S.C.G. inspection bi annual,
test deck header etc.
Labor cost 30 man hrs. @ \$16.00 per hr. 480.00
Gaskets, bolts nuts, flame screen etc. 62.00
Total labor and materials. \$ 3,871.00
4% State & Parish Taxes 154.84
Invoice Amt. \$ 4,025.84

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD
SURVEY REQUESTED BY

J.O.# 375

BETTY
VESSEL
TANK BARGE
TYPE VESSEL
SBA
LOCATION

OWNER OR AGENT
JW CORP.
TEST METHOD
CRUDE OIL
LAST CARGO

3-14-79
DATE
7:45 AM
TIME OF COMPLETION
7801
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

BOW AND STERN RAKES: LIGHTLY FLOUT COATED
SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS: #1, 2, 3 Port & STBD
SAFE FOR MEN
SAFE FOR FIRE

CARGO LINES AND DEEPWELL: WASHED & DRAINED
VALVES CLOSED AFTER TANK INSPECTION
NOT SAFE FOR FIRE

NOTE: AIR BLOWER REQUIRED IN WORK TANK (MIN 120 CFM)

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted.
In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Kenneth H. Mercer
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative

Title

Date

Time

S. B. A. SHIPYARDS, INC.

P. O. BOX 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

┌ Tank Barge "Nueces" and/or Owners and/or Charterers ┐
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 3-13

ORDER NO. W.O. # 376

DATE Mar. 20, 1979

P. O. NO. _____

Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any in to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligenc our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for person injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance yond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs requested by Paul Peak and as per
attached sheet.

Total labor and materials.	\$ 2,676.00
4% State & Parish Taxes	107.04
Invoice Amount.-----	\$ 2,783.04

Checked By

Rmis Inschief

Mar. 20, 1979

S.B.A. SHIPYARDS, INC.

W.O. # 376

Tank Barge " Nueces" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

Repairs requested by Paul Peak.

1. Gas Free Tank Barge safe for men and hot work, including rake tanks,
over time Friday authorized.
96 man hrs. @ \$16.00 per hr. labor cost. \$ 1,536.00
Chemical, diesel and supplies. 236.00
2. Gas Free Chemist Certificate. 145.00
3. Crop and renew 30" x 25" x 3/8"
side plate, fracture, port #1 tank.
22 man hrs. labor @ \$16.00 352.00
Oxy, rods, plate. 32.00
4. Test tank after repairs,
labor and materials 2 man hrs. \$16.00 per hr. 32.00
5. Rebolt hatches and pump well, replace one
flange screen, bolts and nuts,
12 man hrs. \$16.00 per hr. 192.00
Materials. 9.00
6. Sand Blast area of repairs and epoxy coat.
7 man hrs. @ \$16.00 per hr. 112.00
Sand and epoxy coating. 30.00
Total labor and materials. \$ 2,676.00
4% State & Parish Taxes 107.04
Invoice Amt. \$ 2,783.04

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard

Job# - 376

SURVEY REQUESTED BY

Murphy
VESSEL

Edwards
OWNER OR AGENT

3-15-79
DATE

Tank Barge
TYPE VESSEL

JW Indicator
TEST METHOD

3:30 PM
TIME OF COMPLETION

SBA Dock
LOCATION

Crude Oil
LAST CARGO

8300
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Rakers (Fore & Aft) — — — — — Clean AND gas
free. Safe for men.
Safe for fire.
Ventilate (1500 cfm min.)

Cargo TANKS (1,2,3)(P+S) — — — — — Clean AND gas free
Safe for men. Safe
for fire.
Ventilate (1500 cfm min)

Cargo Lines, Deep Well — — — — — Washed, Drained.
Open. NOT SAFE FOR
FIRE.

Deck Fuel Tank — — — — — Secure. NOT SAFE
FOR FIRE

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist: Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "St. Clair" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 5-13

ORDER NO. W.O. # 386

DATE May 28, 1979 19

P. O. NO.

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

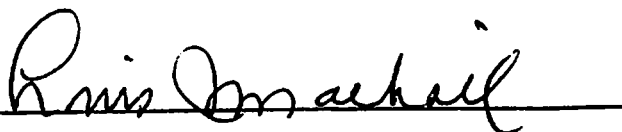
Repairs as requested by Mr. Paul Peak as per attached
sheet.

Total labor and materials.	\$ 2,962.00
4% State & Parish Taxes	118.48
	<u>3,080.48</u>

Towing Audry F, pick up Barge San Jacinto at
BI, return to Shipyard on 5/17/79.

towing	300.00
Invoice Amount-----	<u>\$ 3,380.48</u>

Checked By



May 28, 1979

S.B.A. SHIPYARDS, INC.

W.O. # 386

Tank Barge "St. Clair" and/or Owners and/or Charterers
 Barge Transport Company
 1818 McKinney Ave.
 Houston, Texas 77003

REPAIRS AS REQUESTED BY MR. PAUL PEAK.

1. Gas free 8500 BBL. Tank Barge, safe for men, safe for hot work,
 including pipe lines, pump well and rake tanks.
 89 man hrs. @ \$16.00 per man hr. \$ 1,424.00
 Chemicals, diesel fuel and steam. 189.00
 2. Furnish gas free Chemist Certificate. 145.00
 3. Repair fracture in side sheet, gouged and rewelded
 No. 3 Tank port side.
 50' of rewelding on internals in fwd. and after rake
 tank and 2 main tanks.
 21 man hrs. @ \$16.00 per man hr. 336.00
 Welding rod, oxygen and gas. 16.00
 4. Tested all main cargo tanks, air, soap and water spray.
 26 man hrs. @ \$16.00 per hr. Labor and materials. 416.00
 5. Have U.S.C.G. Bi-Annual inspection, signs, draft marks, gaskets,
 removed 12" flanged ell in loading header, per U.S.C.G.
 weld, patch inside and out, weld butt inside, replace
 back with new gaskets and bolts and nuts.
 19 man hrs. @ \$16.00 per hr. 304.00
 Bolts, nuts, gaskets, welding rods. 36.00
 6. Replace draft hatches and gaskets.
 6 man hrs. @ \$16.00 per hr. 96.00
 Total labor and materials. \$2,962.00
 4% State & Parish Taxes 118.48
 \$3,080.48
- Towing Audry F , pick up Barge San Jacinto at
 Bl., return to Shipyard on 5/17/79. Towing 300.00
 Invoice Amount.----- \$3,380.48

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD

J.O. 386

SURVEY REQUESTED BY

ST. CLAIR

VESSEL

EDWARD BARGE

OWNER OR AGENT

5-23-79

DATE

TANK BARGE

TYPE VESSEL

JW Comb

TEST METHOD

8:15 Am

TIME OF COMPLETION

SBA

LOCATION

Light CRUDE OIL

LAST CARGO

7888

CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

BOW AND STERN RAKES : SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS : SAFE FOR MEN - SAFE FOR FIRE
#1, 2, 3 P & S

CARGO LINES & DEEPWELL - WASHED & DRAINED
VALVES CLOSED - NOT SAFE FOR FIRE

DECK TANK : Diesel Oil - NOT SAFE FOR FIRE

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Kimell Mercer
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

.....
Shipyard Representative

Title

Date

Time

S. B. A. SHIPYARDS, INC.

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

P. O. BOX 1386

Tank Barge " Jimmie T" and/or Owners and/or Charterers
Barge Transport Company
1818 MacKinney Ave.
Houston, Texas 77003

INVOICE NO. _____

ORDER NO. 2368

DATE 3/13/79 1979

P. O. NO. _____

TERMS: NET 30

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or materials, is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs as authorized by Paul Peak and as
per attached sheet.

Total labor and materials.	\$ 9,397.00
4% State & Parish Taxes	<u>375.00</u>
	\$ 9,772.00
Towing Audry F(B.I) to yard, gas free dock, 2/27/79.	<u>300.00</u>
Invoice Amt.	\$10,072.00

Checked By

Ron Marshall

Mar. 13, 1979

S.B.A. SHIPYARDS, INC.

W.O. # 368

Tank Barge "Jimmie T" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

Repair as authorized by Paul Peak

1. Gas Free 9,000 BBL Tank Barge and wash float coat from after rake, safe for men and fire.
100 man hrs. @ \$14.00 per man hr. \$ 1,400.00
Chemicals, fuel for boilers, diesel. 210.00
 2. Furnish gas free Chemist Cert. 145.00
 3. Burn and gouge side sheets after rake tanks for U.S.C.G
2 man hrs. @ \$14.00 per hr. 28.00
 4. STEEL WORK REQUIRED
Crop and renew P/S after rake side sheets, renew section of deck knuckle P/S, internals in after rake and main tank of barge, repair bitt and bitt table, hatch and rake tank ladder, 20-pcs of 12" x 12" x 3/8" bkts.
21' of 8" channel 11.5#
7' of 3/8" x 6" flat bar
18' of 4 x 4 x 3/8" angle
70' of 4" x 6" x 3/8" angle
6 - 15" x 15" x 3/8" bkts.
2 - pcs. of 13'-6" x 8'-4" x 3/8" formed side sheet and deck knuckle.
2 - pcs. of 3' x 20" x 5/8 plate corners
1 - pc of 6" x 18" x 5/8 plate
2' of 2" sch. 40 black pipe
1 - 1 of 8" sch. 4- black pipe
Total plate and structural 6,008#. \$ 4,732.00
338 man hrs. @ \$14.00 per hr. 1,322.00
6008# plate @ 22¢ lb.
oxy., rods, gas, pipe and hatch materials. 156.00
 5. Have U.S.C.G. Bi annual inspection, signs, draft marks, hatches, gaskets, remote shut down, test deck headers, hoses etc.
30 man hrs. @ \$14.00 per hr. 420.00
Materials, gaskets, bolts, nuts etc. 22.00
 6. Test main cargo tanks, and rake tanks, weld fractures as found.
28 man hrs. @ \$14.00 per hr. L & M. 392.00
 7. Refloat coat areas of after rake, new work.
8 man hrs. @ 14.00 per hr. L & M 112.00
- of repairs after rake and zinc coat.

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "San Jacinto" and/or Owners and/or
Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003
Axx

INVOICE NO. 6-1

ORDER NO. W.O. # 388

DATE June 5, 1979 19

P. O. NO.

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our neagligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs to T.B. San Jacinto as requested by Paul Peak
and as per attached sheet.

Total labor and materials.	\$ 3,580.00
4% State & Parish Taxes	143.20
Invoice Amount.-----	\$ 3,723.20

CheckedBy

Paul Marshall

June 5, 1979

.B.A. SHIPYARDS, INC.

W.O. # 388

Tank Barge "San Jacinto" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

Invoice for repairs to T.B. San Jacinto as requested by Paul Peak.

1. Gas Free 8500 BBL. Tank Barge safe for men, safe for fire,
including rake ends and pipe lines.
98 man hrs. @ \$16.00 per man hr. \$ 1,568.00
Chemicals, diesel fuel, rags and misc. supplies. 206.00
2. Furnish gas free Chemist Cert. 145.00
3. Furnish 8" pipe flanges and angle and flat bar, for pipe
support stands, extend 8" discharge header as
directed.
34 man hrs. @ \$16.00 per man hr. 544.00

14.6" of 8" pipe sch. 40-2-8" s.O. weld flanges, 6' of
3 x 3 x 3/8" angle, - 1' of 6" x 3/8" flat bar, 20# welding
rods, oxygen and gas, gaskets, bolts and nuts, material cost. 243.00
4. Have U.S.C.G. Bi annual inspection, rerun pipe and
cable to power unit remote shut down, repaired fracture
port bow head log corner heated, faired, rewelded inside and
out, signs, draft marks, tested new pipe header.
23 man hrs. @ \$16.00 per man hr. 368.00
Materials and supplies. 16.00
5. Tested all cargo tanks and rake tanks, with air, to 1½ lbs.
soap and water sprayed.
26 man hrs. @ \$16.00 per man hr. 416.00
6. Regasket and replace clean out hatches.
5 - 12" gaskets. 10.00
4 - man hrs. \$16.00 64.00
Total labor and materials. \$ 3,580.00
4% State & Parish Taxes 143.20
Invoice Amount \$ 3,723.20

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD

SURVEY REQUESTED BY

SAN JACINTO
VESSEL

Edwards Towing
OWNER OR AGENT

3-30-79
DATE

TANK BARGE
TYPE VESSEL

JW Comb-
TEST METHOD

4:30 pm
TIME OF COMPLETION

SBA
LOCATION

CRUDE OIL
LAST CARGO

7901
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

BOW AND STERN RAKES: SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS: #1, 2, 3, P & S. SAFE FOR MEN - SAFE FOR FIRE

CARGO LINES AND DEEP WELL - WASHED, DRAINED & BLOWN WITH AIR
SAFE FOR FIRE WITH AIR BLOWING
THRU WORK LINE.

DECK TANK: Diesel Oil - NOT SAFE FOR FIRE

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature]

Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative

Title

Date

Time

S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Cape Cod" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 6-8

ORDER NO. W.D. # 392

DATE June 20, 1979 19

P. O. NO.

Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Repairs to Barge due to hitting submerged barge, work authorized

by Paul Peak. As per attached sheet.

Total labor and materials.	\$ 6,435.00
4% State & Parish Taxes	257.40
Invoice Amount.-----	\$ 6,692.40

Paul - 6642.00
7/5/79

Checked By

Ronis Imahail

June 20, 1979

S.B.A. SHIPYARDS, INC.

W.O. # 392

TANK BARGE "CAPE COD" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

REPAIRS TO BARGE DUE TO HITTING SUBMURGED BARGE, WORK AUTHORIZED BY PAUL PEAK.

1. Gas free 8500 BBL. Tank Barge including pipe line safe for men,
safe for fire.
83 man hrs. @ \$16.00 per hr. \$ 1,328.00
Chemical, diesel, rags and misc. supplies. 232.00
2. Furnish gas free Chemist Certificate. 145.00
3. Crop and renew the following bow rake plate and internals, rake plating
holed and set up into #1 tank.
1 - 3.8" plate 5'-6" x 3'-6" = 830
20' of 6 x 4 x 3/8" bottom longt. angle 246#
2 - 12" x 12" x 3/8" bkts.
1 - 18" x 18" x 3/8" bkt. 76#
1 - 16" x 16" x 3/8" bkts.
1 - 1/2" x 2 x 2 angle - 8'-6" = 14#
Total plate and structural 1166#.
205 man hrs. @ \$16.00 per man hr. 3,280.00
1166# plate & Structural @ 24¢ lb. 280.00
Oxygen, gas, welding rods. 56.00
4. Test all main tanks and rake tanks, including cleaning,
gasketing and bolting draft hatches.
36 man hrs. @ \$16.00 per man hr. 576.00
Gasket materials and supplies. 38.00
Bolts & nuts furnished.
5. Furnish and install 12" draft hatch in fwd. rake deck.
deck.
9 hrs. @ \$16.00 per man hr. 144.00
1 - 12" draft hatch, gasket, bolt and nuts. 76.00
6. Have U.S.C.G. BI annual inspection, test deck header, repair remote
shut down, remove P.V. valves, clean and replace back on
Barge, paint signs, draft marks.
14 man hrs. @ \$16.00 per hr. 224.00
Materials and supplies 56.00

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD
SURVEY REQUESTED BY

J.O.# 392

CAPE COD
VESSEL

EDWARDS TOWING
OWNER OR AGENT

6-11-79
DATE

TANK BARGE
TYPE VESSEL

JW COMB
TEST METHOD

7:30 AM
TIME OF COMPLETION

SBA YARD
LOCATION

CRUDE OIL
LAST CARGO

7920
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes h No

BOW & STERN RAKES: SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS: #1, 2, 3. PART: STBD; SAFE FOR MEN - SAFE FOR FIRE

CARGO LINES & DEEPWELL: WASHED AND DRAINED - VALVES CLOSED
NOT SAFE FOR FIRE

NOTE: AIR VENTILATION REQUIRED IN WORK TANK AS PER OSHA REGULATIONS

DECK TANK: DIESEL OIL - NOT SAFE FOR FIRE

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature]
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert E. Daniels
Shipyard Representative Title Date Time

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Lavaca" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 6-9ORDER NO. W.O. # 390DATE June 20, 1979 19

P. O. NO. _____

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

REPAIRS AS REQUESTED BY L.Z. WALKER AND PAUL PEAK.

AND AS PER ATTACHED SHEET.

Total labor and materials.	\$ 4,717.00
4% State & Parish Taxes	188.68
Invoice Amount-----	\$ 4,905.68

DMJ
7/6/79

Checked By

Louis Marshall

June 20, 1979

S.B.A. SHIPYARDS, INC.

W.O. # 390

Tank Barge "Lavaca" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

REPAIRS AS REQUESTED BY L.Z. WALKER AND PAUL PEAK.

1. Gas Free 8500 BBL. Tank Barge, safe for men safe for fire,
including pipe lines and rake tanks.
156 man hrs. @ \$16.00 per man hr. \$ 2,496.00
Chemicals, diesel fuel, rags, and supplies. 276.00
2. Furnish gas Free Chemist Cert. 145.00
3. Dry dock Vessel for U.S.C.G. inspection. 680.00
2 lay days @ \$80.00 per day. 160.00
4. Burn, guage and record, guagings, of test holes required
by U.S.C.G. inspector, bottom and knuckle plate
rewelded test holes inside and out.
17 man hrs. @ \$16.00 per hr. 192.00
Welding rods, gas, oxygen. 8.00
5. Test all main tanks and rake tanks
air to 1½ lbs. , soap and water spray
23 man hrs. @ \$16.00 per man hr. 368.00
6. Button up draft hatches, regasket as required.
9 man hrs. @ \$16.00 per hr. 144.00
7. Have U.S.C.G. Bi annual and dry docking inspections, repair
two fractures at after head log, repaint signs, draft marks,
test hoses and pipe lines, clean P.V. valves.
12 man hrs. @ \$16.00 per man hr. 192.00
Brass screen, wire, gasket, materials, bolts, nuts. etc. 56.00
Total labor and materials. \$ 4,717.00
4% State & Parish Taxes. 188.68
Invoice Amount----- \$ 4,905.68

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD

SURVEY REQUESTED BY

J.O 390

LAVACA
VESSEL

Edwards Towing
OWNER OR AGENT

6-6-79
DATE

TANK BARGE
TYPE VESSEL

TW Comb
TEST METHOD

1:30 Pm
TIME OF COMPLETION

SBA YARD
LOCATION

CRUDE OIL
LAST CARGO

7913
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

FORE & AFT RAKES : SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS : #1, 2, 3 PORT & STBD - SAFE FOR MEN - SAFE FOR FIRE

CARGO LINES & DEEPWELL : WASHED & DRAINED - VALVES CLOSED
NOT SAFE FOR FIRE

DECK TANK: Diesel oil - NOT SAFE FOR FIRE

NOTE : AIR BLOWER REQUIRED IN WORK TANK.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.1; (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Kenneth Mercer
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert E. Davis

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Nueces" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003
Att: Mr. Eve Meley

INVOICE NO. 9-9

ORDER NO. W.O. # 420

DATE Sept. 17, 1979

P. O. NO. _____

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs per survey dated Sept. 6th, 1979
as per copy attached. As per attached sheet.

Total labor and materials.
4% State and Parish Taxes
Invoice Amount.

\$ 5,057.00
202.28
\$ 5,259.28.

Checked By

Rais Omelette

9/17/79

S.B.A. SHIPYARDS, INC.

W.O. # 420

Tank Barge "Nueces" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

Attention: Mr. Eve Meley

Invoice for repairs per survey dated Sept. 6th, 1979.
Copy attached.

1. Gas Free Tank Barge, safe for men, safe for fire, including
pump well, pipe lines and rake tanks.
98 man hrs. @ \$18.00 per hr. \$ 1,764.00
Chemicals and supplies: 71.00
2. Furnish gas free Chemist Cert. 145.00
3. Crop and renew plate and internals in #1 port tank, at side
approx. 3' from rake B.H.D. as follows:
1 - 4' x 10' x $\frac{1}{2}$ " shaped knuckle plate.
1 - pc. 3' x 10' x $\frac{3}{8}$ " bottom plate.
1 - pc. 6' x 4' x $\frac{3}{8}$ " bottom longt. angle.
1 - pc. 3' x 2' x $\frac{3}{8}$ " flanged web plate truss.
1 - bkt. 12" x 12" x $\frac{3}{8}$ "
1 - bkt. 12" x 20" x $\frac{3}{8}$ ". 1,536# plate
and structural @ \$1.87 per lb.
Labor and materials. 2,880.00
4. Test one tank. @ \$80.00 80.00
5. Blast and recoat area of repairs. 117.00
Total labor and materials. \$ 5,057.00
4% State and parish taxes. 202.28
Invoice Amt. \$ 5,259.28

MARINE CHEMIST'S CERTIFICATE

Barge	<u>SBA Shipyard</u>	Job # - 420
Nueces	<u>Edwards</u>	9-6-79
TANK	OWNER OR AGENT	DATE
Barge	<u>Jw Comb.</u>	9:00 AM
TYPE VESSEL	TEST METHOD	TIME OF COMPLETION
SBA Dock	<u>Crude Oil</u>	8603
LOCATION	LAST CARGO	CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Rakes: (Fore & Aft) — — — — Clean AND gas free
Safe for men. Safe
for fire. Ventilate
with 1500 cfm.

Dock Fuel TANK — — — Secure. NOT SAFE FOR FIRE

Cargo TANKS (1,2,3) (Pos) — — — Clean AND gas
free. Safe for men.
Safe for fire.
Ventilate with 1500
cfm.

Cargo Lines — — — Washed. Drained. Secure.
NOT SAFE FOR FIRE.

Deep well — — — Washed. Drained. Open. NOT SAFE FOR FIRE

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative

Told

Date

Time

9-6 9:00 AM

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge Jimmie T and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 10-9

ORDER NO. W.O. # 441

DATE Oct. 10, 1979 19

P. O. NO.

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs to your tank barge as requested by

Paul Peak and as per attached sheet.

Total labor and materials.	\$ 3,505.00
4% State & Parish Taxes	140.20
Invoice Amount-----	\$ 3,645.20

Checked By

Sect. Treas.

Louis Marshall

Oct. 10, 1979

S.B.A. SHIPYARDS, INC.

W.O. # 441

Tank Barge Jimmie T and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

Repairs as requested by Paul Peak

1. Gas free and clean 8500 BBL Tank barge, including pipelines
and pump weld, safe for men safe for fire.
95 man hrs. @ \$18.00 per man hr. \$ 1,710.00
Chemical, fuel, supplies. 310.00
2. Furnish gas free Chemist Certificate. 145.00
3. Repair fracture in fwd. rake plating , ballasted after
rake and tank to raise bow out of water, cropped,
fitted and rewelded 212' x 5/16" plate insert as
required by U.S.C.G. inspector, made repairs to
light stand as requested, pumped out ballast.
36 man hrs. @ \$18.00 per man hr. 648.00
46# plate 15# welding rods, oxygen, gas. 28.00
4. Tested all main and rake tanks, pressured to 1½# air, soap
and water sprayed, replaced draft hatches, with 12"
gaskets, some bolts and nuts.
34 man hrs. @ \$18.00 per hr. 612.00
gaskets, material. 52.00
Total labor and materials. \$ 3,505.00
4% State & Parish Taxes 140.20
Invoice Amount----- \$ 3,645.20

MARINE CHEMIST'S CERTIFICATE JO# 441

SBA SHIPYARD
SURVEY REQUESTED BY

BARGE Jimmy T
VESSEL

EDWARDS BARGE
OWNER OR AGENT

10 - 3 - 79
DATE

TANK BARGE
TYPE VESSEL

JW Comb
TEST METHOD

2:30 PM
TIME OF COMPLETION

SBA/JENNINGS La
LOCATION

CRUDE OIL
LAST CARGO

9110
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

BOW RAKE: SAFE FOR MEN - SAFE FOR FIRE

STERN RAKE: FULL OF WATER BALLAST

CARGO TANKS:

#1, 2, 3 P & S

SAFE FOR MEN - SAFE FOR FIRE

CARGO LINES - WASHED AND DRAINED - NOT SAFE FOR FIRE

AIR VENTILATION REQD. IN WORK TANK - (MIN 1500 CFM)

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleared sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Kenneth L. Mercer
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert E. Davids
Shipyard Representative Title Date Time

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Commanchie" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 10-12

ORDER NO. 8x W O # 444

DATE Oct. 16, 1979 19

P. O. NO.

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs as directed by Mr. Paul Peak

and as per attached sheet.

Total labor and materials.	\$ 3,390.00
4% State & Parish Taxes	135.60
Invoice Amount.-----	\$ 3,525.60

Checked By

Paul Marshall
Sect. - Treas.

Oct. 16, 1979

S. B.A. SHIPYARDS, INC.

W.O. # 444

Tank Barge "Commanchie" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

Invoice for repairs as directed by Mr. Paul Peak

1. Gas free and flush cargo lines on 8500 BBL. Tank Barge.
Safe for men, safe for fire.
78 man hrs. @ \$18.00 per man hr. \$ 1,404.00
Chemical, diesel and gas. \$ 205.00
2. Furnish gas free Chemist Certificate. 145.00
3. Crop and renew 3' x 3' x ½" formed port stern rake,
corner where fractured and set in, USCG required.
50 man hrs. @ \$18.00 per man hr. 900.00
184# plate @ 24¢ 44.00
10# welding rods and oxygen and gas. 15.00
4. Remove and extend 2 running light stands 18" each U.S.C.G
required, install back on vessel.
7 man hrs. @ \$18.00 per man hr. 126.00
1½" pipe. 5.00
5. Air to 1½# all cargo tanks and rake tank, soap and water
spray, 20' of rewelding on fractures found testing.
15 man hrs. @ \$18.00 per hr. 270.00
Rods, detergent, supplies. 15.00
6. Furnish materials and insulate main pump engine exhaust
4 man hrs. @ \$18.00 per hr. 72.00
5' x 5' of burl glass, asbestos cloth, glue. 76.00
7. U.S.C.G. requirements and rebolt and gasket draft hatches.
6 man hrs. @ \$18.00 per man hr. 108.00
Gasket materials. 5.00
Total labor and materials. \$3,390.00
4% State & Parish Taxes 135.60
Invoice Amount. \$3,525.60

MEMBERS
MARINE CHEMIST'S ASSOCIATION

MARINE CHEMISTS, INC. of TEXAS
P. O. Box 3602
(713) 832-6409 — 866-4822 — 866-2579 — 866-4223
BEAUMONT, TEXAS 77704

CERTIFICATED CHEMISTS N F P A
W. B. HATAWAY, NO. 537
J. T. ARRINGTON, No. 588
K. L. MERCER, No. 577

MARINE CHEMIST'S CERTIFICATE

CEA Shipyard Job # - 444		
SURVEY REQUESTED BY		
Edwards	10 11 79	
OWNER OR AGENT	DATE	
JTW Comb.	2:15 PM	
TYPE VESSEL	TIME OF COMPLETION	
Tank Barge	8633	
LOCATION	LAST CARGO	CERTIFICATE NO.
SEA Dock	Crude Oil	

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Deck (TANK) — — — — — Clean AND gas free safe for men NOT safe for fire Ventilate with fresh air

Deck Tanks (1, 2, 3, 4, 5) — — — — — Clean AND gas free safe for men NOT safe for fire

Deck Lines — — — — — Flashed, Secure NOT SAFE FOR FIRE

Deck Well — — — — — Secure NOT SAFE FOR FIRE

Deck Fuel Tank — — — — — Secure NOT SAFE FOR FIRE

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative _____ Time _____

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Brazos" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 11-10

ORDER NO. W.O. # 448

DATE Nov. 28, 1979 19

P. O. NO.

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs as requested by Paul Peak and
as per attached sheet.

Total labor and materials.	\$ 8,146.00
4% State and Parish Taxes	325.84
Invoice Amount-----	\$ 8,471.84

Checked By

Paul Peak

Paul Peak
12/20/79

Nov. 28, 1979

S.B.A. SHIPYARDS, INC.

W.O. # 448

Tank Barge "Brazos" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

Invoice for repairs as requested by Paul Peak.

1. Gas Free 8500 BBL. Tank Barge including rakes, pipe
line and pump well, safe for men safe for fire.
90 man hrs. @ \$18.00 per hr. \$ 1,620.00
Chemicals, diesel, gas for boilers. 180.00
2. Furnish gas free Chemist Cert. 145.00
3. Crop out damaged port side rake, headlog, and croner repair as
original including wrapper with concrete.
1pc. 3'-6" x 5/8 x 8' plate, 1 pc. 4 x 4 x 1/2"
angle 8', 1 - pc. shaped corner plate
3' x 4' x 3/4" plate, 2 pcs. 2' x 8' x 3/8" plate,
4- pcs. 4' x 3' x 3/8" angles 3' long each, 4 pcs. of
6 x 3 1/2 x 3/8" x 3' angle, 4 - pcs. 12" - 20.7# channel
3'. 1 - pc 6" x 4" x 9' x 3/8" angle, 1 - 1/2"
2' x 2' plt. bkt.
Total wt. use 1706# - 100# rods.
Gas And oxygen, material cost. 582.00
212 man hrs. @ \$18.00 per man hr. 3,816.00
4. Repair hole in #1 port tank, ballast after tank
to raise port bow, repair hole under angle, inside tank
with plate doubler and weld, pump ballast from tank
after repairs.
42 man hrs. @ \$18.00 per hr. 756.00
5. Test, all tanks including rakes, weld fractures as
found.
36 man hrs. @ \$18.00 per hr. 648.00
6. Rebolt hatch gaskets after repairs, hatches removed
cleaning barge.
6 man hrs. @ \$18.00 per hr. 108.00
Gasket materials, bolts and nuts. 42.00
7. Fill head log wrapper with concrete as original,
sand blast and coat areas of corner and headlog
with black epoxy as requested.
12 man hrs. @ \$18.00 per hr. 216.00
Sand and epoxy coating. 33.00
Total labor and materials. \$ 8,146.00
4% State And Parish Taxes 325.84
Invoice Amount.

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD
SURVEY REQUESTED BY

Barge BRAZOS
VESSEL

OWNER OR AGENT

11-15-79

DATE _____

TANK BARGE
TYPE VESSEL

Tw Comb

4:15 pm

TIME OF COMPLETION

SBA / Jennings La
LOCATION

Centre of

9/85

CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

BOW AND STERN RAKES: SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS

#1, 2, 3 - PORT & STBD - SAFE FOR MEN - SAFE FOR FIRE

CARGO LINES AND DEEP WELL : WASHED AND DRAINED
VALVES CLOSED - NOT SAFE FOR FIRE

PORTABLE AIR VENTILATION REQD. IN WORK TANK (MIN 150cfm)

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.1(a).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Statistik

Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

L. S. A. SHIPYARDS, INC.
P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

Tank Barge "Apache" and/or Owners and/or Charterers
Barge Transport, Company
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 2-9
ORDER NO. W.O. # 487
DATE Feb. 19, 1980 19__
P. O. NO. _____

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs as instructed by L.Z. Walker and Paul Peak
and as per attached.

Total labor and materials.	\$ 4,564.00
4% State & Parish Taxes	182.56
Invoice Amount-----	\$ 4,746.56

Checked By

Louis Marshall
Sect. - Treas.

Imp
2/26/80

Feb. 19, 1980

S.B.A. SHIPYARDS, INC.

W.O. # 487

Tank Barge "Apache" and/or Owners and/or Charterers
Barge Transport,
1818 McKinney Ave.
Houston, Texas 77003

Repairs as instructed by L.Z. Walker and Paul Peak.

1. Gas free 9500 BBL. Single skin tank barge, including pipe lines,
rake voids, safe for men, safe for fire.
69 man hrs. @ \$18.00 per man hr. \$ 1,242.00
Chemical, Diesel, gas for boilers. 260.00
2. Furnish gas free Chemist Certificate. 165.00
3. Repairs #1 Stbd. Tank
Crop out damaged and split side sheet below deck, furnish
and install new 3' x 7' x 3/8" plate, one 12" x 12" x 3/8
340# plate and flat bar.
Labor 63 man hrs. @ \$18.00 per hr. 1,134.00
Plate, flat bar, oxygen, gas and rods. 110.00
4. U.S.C.G. MID PERIOD
Labor and materials to inspect and correct difficiencies
as listed.
(A) P.V. Valves (C) Signs,
(B) Hull markings, (D) Test Cargo piping system.
(E) Remote shut down (F) Running lights.
(G) Pop system relief valve.
(H) Insulate power unit exhaust system.
58 man hrs. @ \$18.00 per hr. 1,044.00
Gaskets, bolts, nuts, paint, insulation supplies. 126.00
5. Air Test
Air test all main cargo and rake tanks, weld fractures
as found, 17 len ft. of rewelding.
26 man hrs. @ \$18.00 per hr. 468.00
Rod, supplies. 15.00
Total labor and materials. \$ 4,564.00
4% State & Parish Taxes 182.56
Invoice Amount. ----- \$- 4,746.56

1-2/26/80

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD
SURVEY REQUESTED BY

J.O.# 487

Barge ADACHE
VESSEL

OWNER OR AGENT

2-13-80
DATE

TANK BARGE
TYPE VESSEL

JW COMB
TEST METHOD

8:30 AM
TIME OF COMPLETION

SBA/TENNINGS, La.
LOCATION

CRUDE OIL
LAST CARGO

9316
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

BOW AND STERN RAKES: SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS:

#1-2-3 - Port & Starboard - SAFE FOR MEN - SAFE FOR FIRE

CARGO LINES: WASHED AND DRAINED - VALVES CLOSED
AND DEEPWELL NOT SAFE FOR FIRE

PORTABLE AIR VENTILATION REQD. IN WORK TANK
(MIN 1500 CFM)

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the re-

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Kenneth Mercer
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert E. Davis

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Cape May" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 4-2

ORDER NO. W.O # 494

DATE April 2, 1980

P. O. NO. _____

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs as per Paul Peak and U.S.C.G. requirements
and as per attached sheet.

Total labor and materials.	\$ 9,121.00
4% State & Parish Taxes	<u>364.84</u>
	\$ 9,485.84
Audry F one Trip Browns Isle to yard with Barge.	<u>350.00</u>
Invoice Amount-----	\$ 9,835.84

Checked By

Rais Marshall
Sect. - Treas.

April 1, 1980

S.B.A. SHIPYARDS, INC.

W.O. # 494

Tank Barge "Cape May" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

Repairs as per Paul Peak and U.S.C.G. requirements.

1. Gas Free and clean 9,000 BBL. tank Barge including flushing,
float coat, from fwd. rake, washing and drafting pipe line.
78 man hrs. @ \$18.00 per hr. \$ 1,404.00
Chemical, Diesel fuel, gas for boilers etc. 306.00
2. Furnish gas free Chemist Certificate. 165.00
3. Dry dock vessel and 4 lay days on Marine ways to complete
repairs and testing. 985.00
4. Furnish and install one new barge after bitt with deck plate
and new doubler.
Materials. 53.00
21 man hrs. @ \$18.00 per hr. 378.00
5. Bottom plating fwd. rake, cropped and renewed 8' x 13' x 7/16"
plate 4' port side, 4' stb. side.
Plate and rods, oxygen and gas. 473.00
194 man hrs. @ \$18.00 per hr. labor . 3,492.00
6. Have U.S.C.G. mid period inspection reword and
paint signs. Check P.V. valves .
Repair light stands.
17 man hrs. @ \$18.00 per hr. labor and materials. 306.00
7. Air test all main tanks, to 1½# air Soap and water spray,
including rake tanks.
56 man hrs. @ \$18.00 per hr. Labor and materials. 1,008.00
8. Sand blast and coat areas of repairs on tank bottom
with epoxy, recoat interior of fwd. rake with
Maga kote as directed by Paul Peak.
Sand, paint and Magna kote. 173.00
21 man hrs. @ \$18.00 per hr. 378.00
Total labor and materials. \$ 9,121.00
4% State & Parish Taxes 364.84
\$ 9,485.84
Audry F one trip Browns Isle to yard with Barge. 350.00
Invoice Amount----- \$ 9,835.84

MARINE CHEMIST'S CERTIFICATE J.O.# 494

SBA SHIPYARD
SURVEY REQUESTED BY

BARGE CAPE MAY
VESSEL

EDWARDS BARGE
OWNER OR AGENT

3-24-80
DATE

TANK BARGE
TYPE VESSEL

IN COMB.
TEST METHOD

11:30 AM
TIME OF COMPLETION

SBA/Texas, La.
LOCATION

CRUDE OIL
LAST CARGO

9386
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes a No

BOW AND STERN RAKES - SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS - #1-2-3 (PORT & STARBOARD) SAFE FOR MEN
SAFE FOR FIRE

CARGO LINES AND DEEPWELL - WASHED AND DRAINED
VALVES CLOSED - NOT SAFE FOR FIRE

PORTABLE AIR VENTILATION REQD. IN WORK TANK (MIN 1500CFM)

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Tommy H. Pence
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert C. Davis
Shipyard Representative Title Date Time

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge Ontario and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 4-13

ORDER NO. W.O. # 500

DATE April 29, 1980

P. O. NO. _____

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs as authorized by Mr. Paul Peak,

and as per attached sheet.

Total labor and materials.	\$ 4,889.00
4% State and Parish Taxes.	195.56
Invoice Amount.	\$ 5,084.56

Checked By

Paul Peak
Sect. - Treas.

Paul Peak
5/9/80

April 29, 1980

S.B.A. SHIPYARDS, INC.

W.O. # 500

Tank Barge "Ontario" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

Repairs as authorized by Mr. Paul Peak.

1. Gas Free and clean 9,000 BBL. Tank Barge, including pipe lines and make ends, safe for men, safe for fire, pick up rust, scale and heavy products from interior after Butter Worthing.
160 man hrs. @ \$18.00 per hr. labor. \$ 2,880.00
Chemical, diesel and materials. 276.00
2. Furnish gas free Chemist Certificate. 165.00
3. Port Side Sheet
Furnish labor and materials to make repairs to fractures in port side sheet.
18 man hrs. @ \$18.00 per hr. labor and materials. 324.00
4. Air Test
Furnish labor and equipment and air test all cargo tanks and rake tanks. to 1½# air pressure, soap and water spray,
26 man hrs. @ \$18.00 per hr. labor, equipment and materials. 468.00
5. Deck winch
Using owners furnished wheel, make repairs to winch as requested by Paul Peak.
8 hrs. @ \$18.00 per hr. labor and materials. 144.00
6. U.S.C.G. Requirements
Furnish labor and materials to accomplish U.S.C.G. mid period inspections. Screens, signs, draft marks, P/V valves, close and bolt hatches, renew P/V valve nipples.
20 hrs. labor @ \$18.00 per hr. 360.00
Materials and supplies. 39.00
7. Doubler and bitt repairs.
Labor and materials.
4 man hrs. @ \$18.00 per man hr. 72.00
Pipe, plate and rods. 32.00
8. Make repairs to and insulate power unit exhaust as requested.
5 man hrs. @ \$18.00 per hr. 90.00
1 gal. adhesive , 1 - 2' x 3' pc. of bevel glass.
1 - 3' x 5' pc. of ash cloth. 39.00
Total labor and materials. \$ 4,889.00

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD
SURVEY REQUESTED BYBARGE ONTARIO
VESSELEDWARD BARGE
OWNER OR AGENT4-23-80
DATETANK BARGE
TYPE VESSELFW COMP
TEST METHOD4:15 PM
TIME OF COMPLETIONSBA/JENNINGS, La.
LOCATIONCRUDE OIL
LAST CARGO9416
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes K No BOW AND STERN RAKES - SAFE FOR MEN - SAFE FOR FIRECARGO TANKS#1-2-3 (PORT & STARBOARD) SAFE FOR MEN - SAFE FOR FIRECARGO LINES AND DEEPWELL - WASHED AND DRAINED
VALVES CLOSED. NOT SAFE FOR FIREPORTABLE AIR VENTILATION REQD. IN WORK TANK.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Kenneth J. Mercer

Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Alvin Degey
Shipyard Representative

Title

Date

Time

S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

Tank Barge "Cape Cod" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 5-8

ORDER NO. W.O. # 499

DATE May 15, 1980

P. O. NO. _____

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Work requested and authorized by Mr. Paul Peak and as
per attached sheets.

Total labor and materials.	\$ 34,750.00
4% State & Parish Taxes	1,390.00
Invoice Amount-----	\$ 36,140.00

Checked By

Paul Marshall
Sect. - Treas.

May 15, 1980

S.B.A. SHIPYARDS, INC.

W.O. # 499

Tank Barge "Cape Cod" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

WORK REQUESTED AND AUTHORIZED BY Mr. Paul Peak

1. Gas Free and clean barge including pipe lines and rake ends, safe for men and safe for fire.
83 man hrs. @ \$16.50 per man hr. \$ 1,370.00
Chemical, diesel, supplies. 205.00
2. Furnish gas free Chemist Certificate. 165.00
3. (A) Dry dock vessel, and undock after repairs and testing, shift on stocks, to paint block spots.
Dry dock and 8 lay days to complete.
Welding, blasting, painting. 1,260.00
4. Rewelding required bottom, sides at deck, P/S knuckle etc.
1771 len ft. of 2 \$ 3 pass welding as required,
sand blast seams, before welding.
400 man hrs. @ \$18.00 per man hr. 7,200.00
Welding rods, sand. 720.00
5. Steel Work
Side sheets, internals, main tank, bow and stern rake.
1 - pc. 6' x 22'-6" x 3/8 plate stb. side.
1 - pc. 3' x 2' x 3/8" plate.
1 - pc. 6" x 18" x 3/4" plate
1 - pc. 4' x 3/4" round bar
6 - pc. 12" x 12" x 3/8" bkts.) bow rake
2 - pc 8' x 12" x 3/8" rub pad, stern rake
1 - pc. 2' x 2' x 5/16" internal clips.
Internal welding.
289 man hrs. @ \$18.00 per man hrs. 5,202.00
Plate, structural, gas, oxygen, rods. 800.00
6. Burn guage and record reading, 34 test holes in bottom, sides, and knuckle as required by U.S.C.G. and Paul Peak, holes not removed with plate renewals, welded inside and out.
37 man hrs. @ \$18.00 per hr.
LABOR & MATERIALS. 666.00
7. U.S.C.G. Bi annual and dry docking, signs, draft marks, valves, screens, p/v valves, remove 3 hoses from barge, draft out and test, replace back on barge, test deck pipe lines. per U.S.C.G.. record testing pressures.

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD
SURVEY REQUESTED BY

J.O.# 499

BARGE CAPE COD
VESSEL

EDWARDS BARGE
OWNER OR AGENT

4-21-80
DATE

TANK BARGE
TYPE VESSEL

TW Comb
TEST METHOD

9:00 AM
TIME OF COMPLETION

SBA/JENNINGS, La
LOCATION

CRUDE OIL
LAST CARGO

9413
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

BOW AND STERN RAKES - SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS -

#1-2-3 (PORT & STBD) SAFE FOR MEN - SAFE FOR FIRE

CARGO LINES AND DEEPWELL - WASHED & DRAINED

VALVES CLOSED - NOT SAFE FOR FIRE

WASH DOWN LINES - NOT SAFE FOR FIRE

PORTABLE AIR VENTILATION REQD. IN WORK TANK.

22

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Robert E. Davis
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert E. Davis
Shipyard Representative Title Date Time

S. B. A SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

Tank Barge Jimmie T and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 7-3
ORDER NO. W.O. # 503
DATE July 3, 1980 19____
P. O. NO. _____

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs as per owners representative and U.S.C.G.

inspection requirements and as per attached sheets.

Total labor and materials.	\$ 69,637.00
4% State & Parish Taxes.	2,785.48
Invoice Amount-----	\$ 72,422.48

Checked By

Russ Marshall
Sect. - Treas.

Paul 7/22/80

July 3, 1980

S.B.A. SHIPYARDS, INC.

W.O. # 503

Tank Barge Jimmie T and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

Repairs as per owners representative and U.S.C.G. inspection requirements.

1. Gas Free 8500 BBL. Tank Barge and rake tanks, safe for men, safe for fire.
60 man hrs. @ \$18.00 per man hr. \$ 1,080.00
Chemical, Gas, Diesel, Supplies. 272.00
2. Furnish gas free Chemist Certificate. 165.00
3. (A) Dry dock vessel, shift on blocks to blast, weld seams
and butts under blocks, sand blast and epoxy coat, undock
vessel after repairs, testing and painting. 762.00
(B) 10 lay days to complete repairs @ \$80.00 per day. 800.00
4. Burn test holes, for U.S.C.G. and owners representative,
record gouging, holes not cut out with plate renewals,
welded inside and out.
22 hrs. @ \$18.00 per man hr. Labor and materials. 396.00
5. Steel Work Required
(A) Bottom knuckle port and stbd. side, 248' x 3' x $\frac{1}{2}$ "
formed x 20.4# = 15178#
(B) Bottom plate.
1 - pc. 20'-6" x 13' x 3/8 port #3 tank.
1 - pc. 86' x 13' x 3/8 # 2 & 3 tanks.
1 - pc. 5'-6" x 5' x 3/8 " "
1 - pc. 5' x 10' x 3/8 #1 stbd. tank.
1 - pc 11' - 6 x 3' x 3/8 #1 stbd. tank.
pounds bottom plate 21,986#
(C) Internals
#1 stb. tank.
9 - pc. 15" x 15" x 3/9" bkts.
7'-6" of 7" side cord channel.
#1 port tank, 12' of 7" side cord channel.
4 pc. 15" x 15" x 3/8" bkts.
#2 port & # 2 stb. , 19 pcs. 15" x 15" x 3/8" bkts.
#3 port - 5 pc. 15" x 15" x 3/8" bkts.
#3 stb. 4 - pv. 15" x 15" x 3/8" bkts.
Bow rake internals, 2'-3" x 4" x 5/16" angle
2' x 3' x 3/8" formed web. plate.
1 - 15" x 15" x 3/8" bkt.
Deck plate insert 20" x 9" x 5/16"
Plate and structural Item C internals 992#
Total plate and structural (Item 5) 38.156#
@ \$1.25 per lb. labor and materials

MARINE CHEMIST'S CERTIFICATE

SAR SHIPYARD
SURVEY REQUESTED BY

J.O. # 503

BARGE Jimmy T
VESSEL

EDWARDS BARGE
OWNER OR AGENT

5-1-80
DATE

TANK BARGE
TYPE VESSEL

JAI COMB
TEST METHOD

9:00 AM
TIME OF COMPLETION

SBA/JENNINGS, La
LOCATION

CRUDE OIL
LAST CARGO

9434
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

BOW AND STERN RAKES - SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS -

#1-2-3 (PORT & STBL) SAFE FOR MEN - SAFE FOR FIRE

CARGO LINES & DEEPWELL - WASHED & DRAINED

VALVES CLOSED - NOT SAFE FOR FIRE

PORTABLE AIR VENTILATION REQD. IN WORK TANK.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (a).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Timothy Mercer
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert E. Davis

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge Brazos and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 6-5

ORDER NO. W.O. # 510

DATE June 16, 1980 19

P. O. NO.

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs to Tank Barge as requested by Paul Peak and
as per attached sheet.

Total labor and materials.	\$ 3,503.00
4% State & Parish Taxes.	<u>140.12</u>
Invoice Amount-----	\$ 3,643.12

Checked By

Paul Marshall
Sect. - Treas.

June 16, 1980

S.B.A. SHIPYARDS, INC.

W.O. # 510

Tank Barge Brazos and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas. 77003

Repairs to Tank Barge as requested by Paul Peak.

1. Gas Free and clean barge, safe for men, safe for fire, including
rake tanks, and pipe lines.
86 man hrs. @ \$18.00 per hr. \$ 1,548.00
Chemical, Diesel and supplies. 206.00
2. Furnish gas free Chemist Cert. 165.00
3. (A) Pick up water and dry out all tanks,
(B) Rebolt draft hatches.
(C) Repair remote shut down.
(D) Reinsulate two 4" elbow engine exhaust.
(E) Clean flame screens and replace as required.
(F) Have U.S.C.G. Bi annual.
46 man hrs. @ \$18.00 per man hr. labor and materials. 828.00
4. Test all cargo and rake tanks looking for leaks reported
in cargo tank. Found no leaks excepting small seaps along
deck knuckle, rewelded, inspected tanks with U.S.C.G.
inspector after air testing.
42 man hrs. @ \$18.00 per hr.
Labor, equipment and materials. 756.00
Total labor and materials. \$ 3,503.00
4% State & Parish Taxes. 140.12
Invoice Amount----- \$ 3,643.12

MARINE CHEMIST'S CERTIFICATE

<u>SBA ship yard</u>		<u>Job # - 510</u>
SURVEY REQUESTED BY		
<u>BRAZOS</u>	<u>Edwards</u>	<u>6-9-80</u>
VESSEL	OWNER OR AGENT	DATE
<u>TANK Barge</u>	<u>JW Comb.</u>	<u>4:15 PM</u>
TYPE VESSEL	TEST METHOD	TIME OF COMPLETION
<u>SBA Dock</u>	<u>Crude Oil</u>	<u>8951</u>
LOCATION	LAST CARGO	CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Rakes (Fore & Aft), Cargo Tanks (1, 2, 3) (Pis) — — — Clean AND
gas free. Safe
for men. Safe
for fire.
Ventilate (1500 cfm)

Deck Fuel Tank — — — Secure. NOT SAFE
FOR FIRE.

Cargo Lines, Deepwell — — — Washed. Open.
NOT SAFE FOR
FIRE

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the re-

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robbugh 6-9 4:15 PM

S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Nuesces" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

A

INVOICE NO. 7-11

ORDER NO. W.O. # 516

DATE July 22, 1980 19

P. O. NO.

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs as authorized by Mr. Paul Peak and as
per attached sheet.

Total labor and materials.	\$ 3,405.00
4% State & Parish Taxes.	136.20
Invoice Amount-----	\$ 3,541.20

Checked By

Sect. - Treas.

S.B.A. SHIPYARDS, INC.

W.O. # 516.

July 22, 1980

Tank Barge "Nuesces" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

Repairs as authorized by Paul Peak.

- | | |
|---|-------------|
| 1. Gas free barge safe for men, safe for fire, including rakes and pipe lines, rebolt hatches, close pump well, after repairs | |
| 136 man hrs. @ \$18.00 per hr. | \$ 2,448.00 |
| Chemical, fuel, supplies. | 198.00 |
| 2. Furnish gas free Certificate. | 165.00 |
| 3. Repair hole in #1 tank, gouge and reweld as required. 7 man hrs. @ \$18.00 per hr. | 126.00 |
| 4. Repair light stands, added to screens. | |
| 12 man hrs. @ \$18.00 per hr. Labor and materials. | 216.00 |
| 5. Cut rake vents and bow rake and insert over hole. | |
| 8 man hrs. @ \$18.00 per man hr. labor and materials. | 144.00 |
| 6. Air test #1 starboard tank where holes repaired. | |
| 6 man hrs. @ \$18.00 per hr. labor and materials. | 108.00 |
| Total labor and materials. | \$ 3,405.00 |
| 4% State & Parish Taxes. | 136.20 |
| Invoice Amount----- | \$ 3,541.20 |

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD

SURVEY REQUESTED BY

J.O.# 516

BARGE NULECES

VESSEL

EDWARDS

OWNER OR AGENT

7-17-80

DATE

TANK BARGE

TYPE VESSEL

JW COMB

TEST METHOD

2:30 PM

TIME OF COMPLETION

SBA/JENNINGS, LA.

LOCATION

CRUDE OIL

LAST CARGO

9519

CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

BOW & STERN RAKES - SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS

#1-2-3 (PORT & STBD)

SAFE FOR MEN - SAFE FOR FIRE

CARGO LINES AND DEEPWELL - WASHED AND DRAINED
VALVES CLOSED - NOT SAFE FOR FIRE

PORTABLE AIR VENTILATION REQD. IN WORK TANK.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Kenneth L. Mercer
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert G. Davis
Shipyard Representative Title Date Time



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Panama" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 9-12

WORK ORDER NO. 517

DATE Sept. 29, 1980 19

P. O. NO.

NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs as authorized by Paul Peak and U.S.C.G. inspector,
and as per attached sheets.

Total labor and materials.	\$ 130,761.00
4% State & Parish Taxes.	<u>5,230.44</u>
Invoice Amt.	\$ 135,991.44

Checked By

Paul Peak
Sect.-Treas.

Sept. 29, 1980 19

S.B.A SHIPYARDS, INC.

W.O. # 517

Sept. 26, 1980

Tank Barge "Panama" and/or Owners and/or Charterers
Barge Transport Company
1818 McKinney Ave.
Houston, Texas 77003

Repairs as authorized and requested by Paul Peak and U.S.C.G. Inspector,
Requirements for dry docking.

As Follows:

1. Gas Free and clean tank barge, safe for men and safe for fire,
including pipe lines and voids.
213 man hrs. @ \$18.00 per man hr. \$ 3,834.00
Gas, Chemicals and diesel oil. 436.00
2. Furnish gas free Chemist Cert. 165.00
3. Place vessel in engraving dock to make repairs, hauled on
marine rail ways to complete. Seam and butt welding for
completing sand blasting and coating, shifted on rail way to
paint block spots.
Price includes lay days on dock.
148 man hrs. @ \$16.00 per hr. 2,368.00
4. Burn, gouge and record gouging of aprox. 60 test holes for
U.S.C.G. holes not removed with plate renewals, welded
inside and out.
48 man hrs. @ \$18.00 per hr.
Labor and materials. 864.00
5. Crop and renew the following plate and structural as required.
(A) 1- plate 31' x 8' x 3/8" stern rake.
& #4 tank at knuckle.
1 - pc. 110' x 8' x 3/8 centerline, P & S.
4' each side from stern transom fwd.

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard Job # - 517		
SURVEY REQUESTED BY		
Parana	Edwards	7-24-80
VESSEL	OWNER OR AGENT	DATE
Tank Barge	JW Comb.	4:00 PM
TYPE VESSEL	TEST METHOD	TIME OF COMPLETION
SBA Dock	Crude Oil	2046
LOCATION	LAST CARGO	CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Rakes (Fore & Aft), Cargo Tanks (1, 2, 3, 4) (RS) — — — Safe
for men,
Safe for fire.
Ventilate work
tank. (1500 cfm)

Cargo Lines, Deepwell — — — washed. Drained.
NOT SAFE FOR FIRE

Deck Fuel TANK — — — Secure. NOT SAFE FOR FIRE.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

J. T. Arrington 7-24 4:00 PM
Shipyard Representative



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Apache" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas- 77003

INVOICE NO. 10-11

WORK ORDER NO. W.O. # 554

DATE Oct. 28, 1980 19

P. O. NO.

Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs to tank Barge Apache as per Paul Peak and as per attached sheet.

Total labor and materials.	\$ 4,201.00
4% State & Parish Taxes.	168.00
Invoice Amount-----	\$ 4,369.00

Checked By

Sect. - Treas.

Oct. 28, 1980

S.B.A. SHIPYARDS, INC.

W.O. # 554

Tank Barge "Apache" and/or Owners and/or Charterers
Barge Transport Co.
1818 McKinney Ave.
Houston, Texas 77003

Repairs to tank barge Apache as per Paul Peak's request.

1. Gas free And clean 9,000 BBL. Tank Barge including void or rake ends and pipe lines and well.
110 man hrs. @ \$18.00 per man hr. \$ 1,980.00
Chemical, Diesel, supplies. 265.00
2. Furnish gas free Chemist Cert. 165.
3. Dry dock vessel and one lay day to complete inspection, return vessel to water after temporary repairs as directed. 765.
4. Burn, gouge and record gouging of 43 test holes as directed by Paul Peak, holes to be removed with plate renewal requirements, welded one side, others welded inside and out.
43 man hrs. @ \$18.00 per hr. Labor and materials. 774.
5. Furnish and install 2' x 1' x $\frac{1}{4}$ " plate, wrapper over hole on centerline #1 tank P/S and over hole in bottom #2 port tank, removed pressure vacuum valves from vessel, cut nipples to remove left on barge. started U.S.C.G..
14 man hrs. @ \$18.00 per hr. labor and materials. 252.
Vessel returned to water and taken to own yard to make permanent repairs. Total labor and materials. \$ 4,201.
4% State & Parish Taxes. 168.
Invoice Amount.----- \$ 4,369.

MARINE CHEMIST CERTIFICATE

SERIAL NO.

Survey Requested by S. B. & S. Shepherd Vessel Owner or Agent C. Edwards Date 10-14-80
 Vessel Apoche Type of Vessel Tank Barge Specific Location of Vessel 3-15-74
 Last Three (3) Cargoes Crude oil (1)(2)(3) Test Method Jw Anne Time Survey Completed

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306-1980, Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers has not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306-1980 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306-1980 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

4389/83

CUSTOMER COPY



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Navidad" and /or Owners and/or Charterers
Barge Transport Co.
P.O. Box 4473
Houston, Texas 77210

INVOICE NO. 3-2

WORK ORDER NO. 575

DATE Mar. 10, 1981 19

P. O. NO.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and /or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice as per attached sheet and as follows:

Total labor and materials.	\$9,067.00
4% State & Parish Taxes.	<u>362.68</u>
Invoice Amount-----	\$9,429.68

Checked By

Paul K. Marshall
Sect. Treas.

3/20/81

S.B.A. SHIPYARDS, INC.

W.O. # 575

Mar. 10, 1981

Tank Barge "Navidad" and/or Owners and/or Charterers
Barge Transport Co.
P.O. Box 4473
Houston, Texas 77210

Repairs to Tank Barge as requested by Paul Peak.

1. Gas Free vessel including pipe lines, pump well and voids, safe for men safe for fire.
208 man hrs. @ \$18.00 per hr. \$ 3,744.00
Chemical, diesel, supplies. 412.00
2. Furnish gas free Certificate. 185.00
3. Crop and renew damaged port bow head log, corner renewing as follows:
1 - pc. deck plate 2' x 7'-6" x 5/16" - 195#
1 - pc. head log plate 4'-3" x 6' x 3/4" - 785#
1 - pc. " " " doubler 1'-6" x 2' x 1/2" - 65#
1 - pc. 3'-8" x 4' x 5/8" plate shaped corner 388#
1 - deck bkt. 1'-10" x 1'-10" x 5/8" plate - 31#
2 - pc 3'-6" x 1'-10" x 3/8 flanged plate 186#
1 - pc 2'-2" x 1'-10" x 3/8" bkt. 37#
10' of 4" x 3" x 5/16" deck plt. angle 72#
1 - pc of 6" x 3 1/2" x 3/8" bottom angle 23#
Total plt. and structural. 1,782#
189 man hrs. @ \$18.00 per hr. \$ 3,402.00
Plate & structural 1,782# @ 25¢ .lb. 446.00
Oxygen, gas, rods, 85.00
4. Remove 3 fwd. light stands, modify as per Paul Peak, install on doubler.
26 man hrs. @ \$18.00 per hr. 468.00
Oxygen, gas, rods, pipe and plate. 62.00
5. Test rake tank and clean after repairs.
6 man hrs. @ \$18.00 per hr. labor and materials. 108.00
6. Sand blast and recoat areas of repairs, at bow port corner deck and bottom plate, aprox. 86 sq. ft.
Blasting and coating @ \$1.80 per sq. ft. labor and mat. 155.00
Total labor and materials. \$ 9,067.00
4% State & Parish Taxes. 362.68
Invoice Amount----- \$ 9,429.68

3/2/81

Last Three (3) Cargoes

PEEDIPLY® PAT'D MCP® PAT'D MBF 28

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Edwards Transportation Co.	4/69	Michigan	Suspect crude oil	3534	Gas free 8500 barrel tank barge
	4/24/70	Cape Henry	Suspect crude oil	3653	Gas free 9000 barrel tank barge
	7/27/70	Naptha	Suspect crude oil	3688	Gas free 26,000 barrel tank barge
	11/30/70	Brazos	Suspect crude oil	3727	Hot water wash tanks to remove wax and file
	1/24/77	Trinity	Crude Oil	5426	Clean and gas free all cargo tanks
	1/5/77	Hiran King	Crude Oil	5429	Clean and gas free all cargo tanks
	2/5/77	Casper	Crude Oil	6446	Clean and gas free all cargo tanks
	2/10/77	Cherokee	Crude Oil	5450	Clean and gas free all cargo tanks
	2/28/77	Cape May	Crude Oil	6488	Clean and gas free all cargo tanks
	3/1/77	Cape Cod	Crude Oil	5480	Clean and gas free all cargo tanks
	3/16/77	Betty	Crude Oil	6512	Clean and gas free all cargo tanks
	5/26/77	Cape May	Crude Oil	6617	Clean and gas free all cargo tanks
	4/21/78	Apache	Crude Oil	6989	Clean and gas free all cargo tanks
	4/27/78	Commanche	Crude Oil	6998	Clean and gas free all cargo tanks
	7/19/78	Choctaw	Crude Oil	7493	Clean and gas free all cargo tanks
	7/31/78	CapeCod	Crude Oil	8108	Clean and gas free all cargo tanks
	8/2/78	Cape May	Crude Oil	8113	Clean and gas free all cargo tanks
	11/14/78	Trinity	Crude Oil	1115	Clean and gas free all cargo tanks
	3/1/79	Jimmie T	Crude Oil	8263	Clean and gas free all cargo tanks

Mr. J. McNeill

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B BRAZOS and/or Owners and/Or Charterers
c/o Edwards Transportation Company
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 11-10
ORDER NO. JOB #3727
DATE Nov. 30, 1970 1970
P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Furnish labor and materials for repairs to	
Tank Barge BRAZOS as per attached sheet	\$8,734.70
Plus 4% Sales and service tax	<u>\$ 349.39</u>
TOTAL AMOUNT DUE.	\$9,084.09

checked By: *Paul J. McNeill*

S.B.A. SHIPYARDS, INC.

Work Sheet

November 17, 1970

JOB #3727

Tank Barge "BRAZOS" and/or Owners and/or Charterers
c/o Edwards Transportation Company
P.O. Box 1751
Houston, Texas 77001

1. Hot water wash tanks to remove wax and
film before hot work. Labor & Equipment \$ 325.00
Chemicals 68.00
2. Furnish gas free certificate. 95.00
3. Crop and renew deck knuckle p/S 131'
rake tank bulkhead to rake tank bulkhead.
Total 262' x 4' x 3/8" formed plate. Crop
and renew top side cord angle 131' each
side total 262'. 6 x 3 1/2 x 5/16" angles. Crop & insert
plate on side sheets at bulkheads 4 pieces
2' x 6' x 3/8" plate. Brackets and internal
repairs in main tanks twelve 14" x 14" x 3/8
plate brackets, six 14" x 36" x 1/2" plate.
Deck cleats doublers. Total plate & structural
used 19,902# @ 35¢ per lb. = Labor & mat'ls 6,965.70
4. Test all tanks and rakes. Six main tanks and
two rake tanks

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard, Inc.
SURVEY REQUESTED BY

JO 133

Trinity	Edwards Trans.	1/24/77
VESSEL	OWNER OR AGENT	DATE
Tank barge	JW Indicator	9:00 AM
TYPE VESSEL	TEST METHOD	TIME OF COMPLETION
SBA Yard	Crude oil	5426
LOCATION	LAST CARGO	CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes x No

All cargo tanks (1 P&S, 2 P&S, and 3 P&S)-clean and gas free, safe for men and fire, AIR BLOWER IN WORK TANK.

Cargo lines and deewep1 pump-open, drained.

Forward and after rakes-clean and gas free, safe for men and fire.

Deck diesel tank-diesel.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted. In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (a).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard, Inc.

JO 134

SURVEY REQUESTED BY		
Hiram King	Edwards Trans.	1/25/77
VESSEL	OWNER OR AGENT	DATE
Tank barge	JW Indicator	1:30 PM
TYPE VESSEL	TEST METHOD	TIME OF COMPLETION
SBA Yard	Crude oil	5429
LOCATION	LAST CARGO	CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes x No

All cargo tanks (1 P&S, 2 P&S, and 3 P&S)-clean and gas free, safe for men and fire, air blower in work tank.

Cargo lines and deepwell pump-open, drained.

Forward rake-gas free, clean except some Floatcoat, wipe in way of work, have firewatch with hard hose on standby, then safe for men and fire.

After rake-clean and gas free, safe for men and fire.

Deck water tank-clean and gas free.

Deck diesel tank-diesel.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted. In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

W. B. Hatway
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative

Title

Date

Time

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard		
SURVEY REQUESTED BY		
Casper	Edwards Trans.	2-5-77
VESSEL	OWNER OR AGENT	DATE
Barge	Jw Indicator	11:50AM
TYPE VESSEL	TEST METHOD	TIME OF COMPLETION
SBA Yard	Crude Oil	1-446
LOCATION	LAST CARGO	CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Rakes : (Fore & Aft). Clean AND gas free. Safe for men & fire with blower.

Cargo Tks : 1-3 (P+S). Clean AND gas free. Safe for men AND fire with blower in work tk.

Deck Slop Tk : Clean & gas free. Safe for fire.

Deck Fuel Tk : Secured. - Not safe for fire

Deep Well : Open. Flushed. Drained.

Cargo Lines : Valves are open. Drained.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fire beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative

Title

Date

Time

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard, Inc.

JO 142

SURVEY REQUESTED BY

Cherokee

Edwards Trans.

2/10/77

VESSEL

OWNER OR AGENT

DATE

Tank barge

JW Indicator

3:30 PM

TYPE VESSEL

TEST METHOD

TIME OF COMPLETION

SBA Yard

Crude oil

5450

LOCATION

LAST CARGO

CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

All cargo tanks (1 P&S, 2 P&S, and 3 P&S)-clean and gas free, safe for men and fire.

Cargo lines and deepwell pump-open, drained.

Forward and after rakes-clean and gas free, ~~safe~~ safe for men ~~and~~ and fire.

NOTE: FOrward rake has some rope, protect from fire.

AIR BLOWER IN WORK TANK.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of equipment on hand; and, (c) All adjacent compartments or spaces shall meet the re-

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

W. B. Hatway
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard

Job # - 148

SURVEY REQUESTED BY

Cape May

VESSEL

Edwards Trans.

OWNER OR AGENT

2-28-77

DATE

Barge

TYPE VESSEL

Jw Indicator

TEST METHOD

12:45 PM

TIME OF COMPLETION

SBA Dock

LOCATION

Crude Oil

LAST CARGO

6488

CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Forward Rake: Clean AND gas free. Safe for
men AND fire with blower.

Cargo Tks: 1-3 (P+S). Clean AND gas free.
Safe for men AND fire with
blower in work tk.

Cargo Lines: VALVES: are open, washed, Drained.

Deep Well: Open. Flushed. Drained.

Deck Water Tk: Water Filled. Secured.

Deck Fuel Tk: Secured. Not safe for fire.

After Rake: Clean + gas free. Safe for men + fire with blower.

Lower Knuckle LAPS: contain oil residue. Drill holes into laps and
flush with water. Then safe for fire to remove knuckle.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted.
In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any
doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustibility

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

105

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard, Inc.

SURVEY REQUESTED BY

Cape Cod

Edwards Trans.

3/1/77

VESSEL

OWNER OR AGENT

DATE

Tank barge

JW Indicator

6:30 PM

TYPE VESSEL

TEST METHOD

TIME OF COMPLETION

SBA Yard

Crude oil

5480

LOCATION

LAST CARGO

CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

All cargo tanks (1 P&S, 2 P&S, and 3 P&S)-clean and gas free, safe for men and fire, AIR BLOWER IN WORK TANK.

Cargo lines and deepwell pump-open, drained.

Forward and after rakes-clean and gas free, safe for men and fire.

Deck tank-diesel.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

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SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

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This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed ...

W. B. Hatway
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard Job # - 155		
Betty	SURVEY REQUESTED BY	Edwards Transp.
VESSEL	OWNER OR AGENT	DATE
Barge	Jiv Indicator	3-16-77
TYPE VESSEL	TEST METHOD	TIME OF COMPLETION
SBA	Crude Oil	7:45 AM
LOCATION	LAST CARGO	CERTIFICATE NO.
Yard		6512

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Rakes: (Fore & Aft). Clean AND gas free. Safe for men AND fire with blower.

Cargo Tks: 1-3 (PSS). Clean & gas free safe for men & fire with a blower in work tk.

Cargo Lines: Open. Washed. Drained.

Dock Fuel Tk: Secured. Not safe for fire.

Deep Well: Open. Washed. Drained.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted. In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

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Chemist's Endorsement

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This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative Title Date Time

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard
SURVEY REQUESTED BY

Apache
VESSEL

Edwards
OWNER OR AGENT

4-21-78
DATE

Barge
TYPE VESSEL

JW Indicator
TEST METHOD

8:30 AM
TIME OF COMPLETION

SBA yard
LOCATION

Crude oil
LAST CARGO

6989
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Rakes: (Fore & Aft) Clean AND gas free. Safe for men AND fire with blower.

Cargo Tks: 1-3 (PJS). Clean AND gas free. Safe for men AND fire. Have blower in work tk.

Cargo Lines: Washed. Drained. VALves are open.

Deep Well: Washed. Drained. VALves are open.

Deck Fuel Tk: Secured. Not safe for fire.

Flush Lines: Steamed. Gas free. Safe to burn tomorrow.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

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This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative

Title

Date

Time

MARINE CHEMIST'S CERTIFICATE

SB A Shipyard

Job # - 185

SURVEY REQUESTED BY

Commanche

Edwards Trans.

4 - 27 - 78

VESSEL

OWNER OR AGENT

DATE

Barge

JW Indicator

8:30 AM

TYPE VESSEL

TEST METHOD

TIME OF COMPLETION

SB A yard

Crude Oil

6998

LOCATION

LAST CARGO

CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Rakes : (Fore & Aft) Clean AND gas free. Safe for men AND fire with blower.

Cargo Tks : 1-3 (P+S). Clean AND gas free. Safe for men AND fire with blower in work tk.

Cargo Lines : Washed. Drained. Values are open.

Deep well : Washed. Drained. Open.

Flush Lines : Steamed. Gas free. Suggest air Purge while burning on these lines.

Deck Fuel Tk : Secured. Not safe for fire.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the re-

Chemist's Endorsement

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This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative _____ Title _____ Date _____ Time _____

MARINE CHEMIST'S CERTIFICATE

SBA - 1000000			Job # 175		
SURVEY REQUESTED BY					
Cape May		Edwards Texas		26 77	
VESSEL		OWNER OR AGENT		DATE	
SBA		J. T. Indicator		3:15 PM	
TYPE VESSEL		TEST METHOD		TIME OF COMPLETION	
SBA YARD		Cable 0.1		6617	
LOCATION		LAST CARGO		CERTIFICATE NO.	

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Holds clean and gas free safe for men
and fire with blower

Deck Tks 1-3 (PSS) clean and gas free
safe for men and fire with
blower in each tk

Deck with open clean

open lines valves are open

2 Fuel Tk cleaned and safe for
fire.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative

Title

Date

Time

MARINE CHEMIST'S CERTIFICATE

SURVEY REQUESTED BY

VESSEL <i>Liberty</i>	OWNER OR AGENT <i>Liberty</i>	DATE <i>7-17-77</i>
TYPE VESSEL <i>Tanker</i>	TEST METHOD <i>Visual</i>	TIME OF COMPLETION <i>3:30 PM</i>
LOCATION <i>Liberty</i>	LAST CARGO <i>Crude Oil</i>	CERTIFICATE NO. <i>7483</i>

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Top Deck: Safe for men. Safe for work.
Cabin: 1, 2, 3 Part 1 Safe
Safe for men. Safe for work.
Hot Room: Safe for men. Safe for work.
Low room and Jockey stand: Damaged - Valve 1
Not Safe for men.
Deck Tank: Damaged - Not Safe for men.
Deck Tank: Damaged - Not Safe for men.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

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SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed *Kenneth J. Mercer*
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative Title Date Time

MARINE CHEMIST'S CERTIFICATE

S.A. Shand J-b # 270
SURVEY REQUESTED BY

Cape Can
VESSEL

Edwards
OWNER OR AGENT

7 31 78
DATE

15
TYPE VESSEL

TW 7.1
TEST METHOD

2:00 PM
TIME OF COMPLETION

300 Dock
LOCATION

Cargo
LAST CARGO

9156
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Plates: Fore & Aft Gas free with flat coat residue. Safe for hot work in lock when stern pipe to repair constructed. L.H. Attack welding ground. No way of work. Not safe for fire. This 1-3 (P/S). Gas free. Some oil residue around stern. H 1 Port. These two clean. Are safe for men. Not safe for fire.

Cargo Lines: Opened Drained. Not closed. Not safe for fire. P/S well opened around. Now closed. Not safe for fire. Back End Tank: Secured. Not safe for fire.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

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SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

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Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington

Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Shipyard Representative

Title

Date

Time

MEMBERS
MARINE CHEMIST'S ASSOCIATION

MARINE CHEMISTS, INC. of TEXAS
P. O. Box 3602
(713) 832-6409 — 866-4822 — 866-2579 — 866-4223
BEAUMONT, TEXAS 77704

CERTIFICATED CHEMISTS N F P A
W. B. HATAWAY, NO. 537
J. T. ARBINGTON, No. 588
K. L. MERCER, No. 577

MARINE CHEMIST'S CERTIFICATE

<u>Cape MAY</u>	<u>SBA Shipyard</u>	<u>Job # - 326</u>
VESSEL	SURVEY REQUESTED BY	
<u>Barge</u>	<u>Edwards</u>	<u>8-2-78</u>
TYPE VESSEL	OWNER OR AGENT	DATE
<u>SBA Shipyard</u>	<u>JW Indicator</u>	<u>10:45 AM</u>
LOCATION	TEST METHOD	TIME OF COMPLETION
	<u>Crude Oil</u>	<u>8113</u>
	LAST CARGO	CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Rakes: (Fore & Aft) Clean AND gas free. Safe for hot work with blower in work tank.

Cargo Tks: 1-3 (Pvs). Clean AND gas free. Safe for hot work. Have blower in work tk.

Cargo Lines: Washed. Drained. Air blown. Safe for hot work.

Deep Well: Washed. Drained. Air blown. Safe for hot work.

Deck Fuel Tk: Secured. Not safe for fire.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

J. T. Arbington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard

SURVEY REQUESTED BY

Edwards Trans.

TRINITY

VESSEL

Tank barge

OWNER OR AGENT

JW Indicator

TYPE VESSEL

SBA Yard

TEST METHOD

Crude oil

LOCATION

LAST CARGO

Inspection and air tests show the following:

Shifting of vessel within

All cargo tanks (1 P&S, 2 P&S, and 3 P&S)-clean and gas
and fire, AIR BLOWER IN WORK TANK.

Forward and after rakes-clean and gas free, safe for me,

Cargo lines-opened, drained, closed.

Deepwell pump-open, drained.

Deck tank-diesel.

In the event of any physical or atmospheric changes affecting the gas-free condition, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the re-

Chemist's Endorsement

This is to certify that I have inspected the foregoing list are in accordance with its Gas Hazards on Vessel Protection Association, accordance with its standards. This Certificate is based on the information herein set forth and is in compliance with all qualifications.

Sig

The undersigned ship, Certificate and undersigned it was issued.

MEMBERS N F P A
NO. 537
NO. 588
NO. 577

11/14/18
3:45

11/14/18

3:00 PM

TIME OF COMPLETION

1115

CERTIFICATE NO

Shipyards permit the work

11/14, safe for men

11/14 fire

MEMBERS
MARINE CHEMIST'S ASSOCIATION

MARINE CHEMISTS, INC. of TEXAS
P. O. Box 3602
(713) 832-6409 — 866-4822 — 866-2579 — 866-4223
BEAUMONT, TEXAS 77704

CERTIFICATED CHEMISTS N F P A
W. B. HATAWAY, NO. 537
J. T. ARRINGTON, No. 568
K. L. MERCER, No. 577

MARINE CHEMIST'S CERTIFICATE

<u>SBA</u>	<u>Steward</u>	
<u>Jimmy T</u>	<u>Edwards</u>	<u>3-1-79</u>
VESSEL	OWNER OR AGENT	DATE
<u>TANK Barge</u>	<u>JW Indicator</u>	<u>4:30 PM</u>
TYPE VESSEL	TEST METHOD	TIME OF COMPLETION
<u>SBA Dock</u>	<u>Crude Oil</u>	<u>B263</u>
LOCATION	LAST CARGO	CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Fuel Rake — — — — — Clean AND gas
free (0% LEL). SAFE FOR
MEN. SAFE FOR FIRE.
Ventilate (1500 cfm)

Cargo Tks: 1, 2, 3 (RIS) — — — — — Clean AND gas
free (0% LEL). SAFE FOR
MEN. SAFE FOR FIRE
Ventilate (1500 cfm).

Cargo Lines, Deep Well — — — — — Washed. Drained. Open
NOT SAFE FOR FIRE

Dock Fuel Tk. — — — — — Secure. NOT SAFE FOR
FIRE

stern Rake — — — — — Filled with water ballast.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed J. T. Arrington
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Delta Barge Co.	2/4/70	Jimmie T	Suspect crude oil	3622	Gas freeing; heavy wax bottoms
	2/23/70	Trinity	Suspect crude oil	3626	Gas free 8500 barrel tank barge
	12/10/73	Betty	Suspect crude oil	3972	Gas free 8500 barrel tank barge
	12/31/73	Wyatt	Suspect crude oil	3976	Gas free 6000 barrel tank barge
	3/6/74	L.J.Cobb	Suspect crude oil	3983	Gas free tank barge

*Barge Transport & Edwards
Transportation Inc. 136-101-0110*

S. B. A. SHIPYARDS, INC.
P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

70-74-77

Page 1

Topcom

T/B "JIMMIE T and/or Owners and/or Charterers
c/o Delta Barge Line
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 1-8

ORDER NO. JOB #3622

DATE Feb. 4, 1970 196

P. O. NO. _____

TERMS: ~~XXXX~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

- | | |
|---|-----------|
| 1. Gas freeing - heavy wax bottoms. | \$ 887.00 |
| 2. Certificate. | 48.00 |
| 3. (a) Haul out 160' | 240.00 |
| (b) Seven (7) laydays at 30.00 per day | 210.00 |
| 4. Burn 26 test holes as per Mr. Miller and USCG inspector at 1.60 each. | 41.60 |
| 5. Bottom plate renewals port side outboard strake 5'x128'6" x 15.3# = 9,838#. Starboard side bottom plate outboard strake 134'6"x 6'x 15.3# = 12,362 #, one 8" bottom longitudinal channel 15'x 11.5# = 173#. Total weight bottom repairs 22,373# at 30¢ per lb. = labor & materials | 6,711.90 |
| 6. Bottom knuckle plate port side 110'x 32"x 20.4# = 308 sq.ft. one plate 41'x 3'4" x 20.4# = 139 sq.ft., Starboard side 159'6"x 2.8 = 447 sq.ft. Total 894 sq.ft. @ 20.4# = 18,238 lbs. Deck knuckle port side 26'6" x 4'x 12.8# plate = 1357#; one 26'6"x 4"x 4"x 5/16" boundry angle x 8.2# = 218 #. Starboard side deck knuckle 20'x 4'x 12.8# = 1024 #. Boundry angle 20'x 4 x 4 x 5/16 = 20'x 8.2# = 164# Total weight required 21,001 lbs. @ 40¢ per lb. | 8,400.40 |

92-0000

Mr. Smith

S. E. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Page 1

T/B TRINITY and/or Owners and/or Charterers
c/o Delta Barge Line
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 2-11

ORDER NO. Job #3626

DATE Feb. 23, 1970 196

P. O. NO. _____

TERMS: ~~NET 30~~ Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Repairs to tank barge as follows:

1. Gas free 8,500 barrel tank barge. Labor & Materials \$ 850.00
2. Furnish gas free certificate. 58.00
3. (a) Drydock vessel to repair leak in knuckle under water. 185.00
Test bottom, sides and deck.
(b) Three (3) laydays to complete repairs at 30.00 per day. 90.00
4. Crop and renew double set bitts 10" extra heavy pipe bitt table and double. Crop and renew fractured and split deck knuckle in line of bitts. Labor and materials 428.00
5. Crop and renew bottom area of P/S round corners at headlog. Plate split and internal bent and loose. 5/8" plate corners. 3/8" plate brackets. Labor & materials 685.50
6. Crop and renew section of starboard bottom knuckle where holed and leaking. 3'5" x 26" x 3/8" formed plate. L&M 289.00
60' of welding, 1/2" thick. Sides deck - e 162 →
7. Remove deep well pump and install a new gasket under same. Re-connect to power unit. Weld deck fracture port #2 tank at reach rod. Labor & materials 88.50

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge "Betty" and/or Owners
and/or Charterers
Delta Barge Line
P. O. Box 1751
Houston, Texas 77001

INVOICE NO. T2-4

ORDER NO. Job #3972

DATE 12/10/73 1973

P. O. NO. _____

TERMS: ~~XXXXXX~~ CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

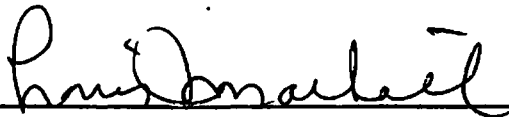
Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs on your Tank Barge "Betty"
as per Mr. Paul Peak's instructions. As per attached sheets.

Total Labor & Materials	\$10,507.25
4% State & Parish Taxes	<u>420.29</u>
	\$10,927.54
Audrey F - towing to mile 202 on canal.	<u>200.00</u>
TOTAL INVOICE AMOUNT	\$11,127.54

CHECKED BY: _____



S.B.A. JOB 3972

WORK ORDER
12/2/73

TANK BARGE "BETTY" AND/OR OWNERS
AND/OR CHARTERERS
DELTA BARGE LINE
P. O. BOX 1751
HOUSTON, TEXAS 77001

- | | |
|--|-----------|
| 1. Gas Free 8500 BBL. TANK BARGE | |
| Labor, Equip. & Chemicals | \$ 953.00 |
| 2. Furnish gas free certificate. | 95.00 |
| 3. (A) Haul out on Marine Railway. | 330.00 |
| (B) Lay days <u>5</u> to complete repairs and testing. | 250.00 |
| 4. Burn and guage test holes for owners representative
and U.S.C.G. inspector, list No. holes, burned and
guaged. 20 @ \$5.00 per hole. | |
| Labor & Materials | 100.00 |
| 5. (A) Crop and renew bottom plate, port side
outboard from after rake tank BHD.
110' x 4'-6" x 3/8" plate to FWD. To within
15' of FWD. rake BHD. 1-9'9" channel.
Total 7,695 lbs. | |
| (B) Repair stern skag. 13' x 2' x 5/16" plate
14'-8" of 1/4" x 5" F.B. Total weight 394 lbs. | |
| (C) Fabricate and install 3 deck header boxes and
install with valves and checks. Remove and
relocate one clean out hatch to install header
box. Extend polution box around fuel oil and
pump engine.
4 - 4'x16"x3/8" plates
2 - 12'x11"x3/8" plates
8' of 4"x4"x5/16" angles
60' of 12"x3/8" plate
1 - 18"x18"x5/16" plate
4 - 3'-16"x3/8" plates
1 - 7'x11"x3/8" plate
1 - 3'x3'x3/8" plate doubler
60' of 5/8" round bar
2 - 4'x3'-6"x3/8" plates
49' of 5/8" flat bar
9' of 1 1/2x1 1/2x1/4" angle
4 - 12"x12"x3/8"plate BKTS.
Total weight item 5 C 2686 lbs. | |
| (D) Crop and replace bent and distorted DIAG. & BKTS.
in rake tanks and main tanks.
1 - 24"x18"x3/8" web plate
3' of 4x6x3/8" angles | |

S. B. A. SHIPYARDS, INC.

P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE "WYATT" and/or Owners
and/or Charterers
Delta Barge Line
P.O. Box 1751
Houston, Texas 77001
Att: Mr. Meley

INVOICE NO. 12-14
ORDER NO. Job # 3976
DATE Dec. 31, 1973 1973
P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

REPAIRS TO YOUR TANK BARGE WYATT

We invoice your account as per Mr. Peak and as per attached sheets.

TOTAL AMT.	\$22,391.00
Plus Tax 4% State and Parish	<u>895.64</u>
Total Amt. of Invoice	\$23,286.64

CHECKED BY

Ray Brachall

12/31/73

S.B.A. SHIPYARDS, INC .

WORK ORDER

JOB # 3976

TANK BARGE "WYATT" and/or Owners and/or Charterers
P.O. Box 1751
Delta Barge Line
Houston, Texas 77001

REPAIRS AS PER INSPECTION MR. PEAK, U.S.C.G. AND
YARD REPAIRS.

1. Gas Free 6000 BBL Tank Barge. Leaking tanks
crude products. \$ 950.00
2. Furnish Gas Free Certificate. \$ 95.00
3. A. Dry dock 160' Barge. \$ 320.00
B. 6 Lay days to complete repairs etc. \$ 300.00
4. Burn 38 test holes as requested. Record and \$ 114.00
make record of guaging bottoms, sides and knuckles.
5. Furnish materials and install 12" x 3/8 pollution
pens around Vessel, tank hatches and pump and
power units with cooler and plug drains. \$3,600.00
6. Furnish and install two deck header boxes with
pipe and check valve drains back to tanks necessary
to raise header ends to install boxes. \$ 785.00
7. Crop and renew the following plate and structural
including port and stbd. shaped plate knuckle,
21,053#

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge # "L.J. Cobb" and/or Owners
and/or Charterers
Delta Barge Lines
1818 McKinney Ave.
Houston, Texas 77003

INVOICE NO. 2-1

ORDER NO. Job 3983

DATE Mar. 6, 1974 196

P. O. NO.

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Repairs per Bottom Inspection as per Mr. Peak and attached sheets. Repairs to your tank Barge Cobb.

Total labor and materials.	\$28,406.00
4% State and Parish Taxes	<u>1,136.24</u>
Invoice Amt.	\$29,542.24

CHECKED BY

Louis Imbert

WORK ORDER

Mar. 6 , 1974

S.B.A. SHIPYARDS, INC.

Job 3983

TANK BARGE " L. J. COBB"
and/or Owners and/or Charterers
Delta Barge Line
1818 McKinney Ave.
Houston, Tex. 77003

REPAIRS PER BOTTOM INSPECTION MR. PAUL PEAK

1. Gas Free Tank Barge.
Labor , equipment & chemicals. \$ 1100.00
2. Furnish Gas Free Certificate. 105.00
3. (A) Dry Dock 300.00
(B) 7 Lay Days to complete repairs,
testing and inspections. 350.00
4. Burn 20 test holes. Record guagings and
weld holes inside and out if not cut out with
renewals.
Labor and materials. 65.00
5. Crop and repair damaged side plate deck knuckle
and deck plate.
3' x 17'-6" x 3' forward side sheet and deck plate.
Crop and renew one 4' x 9" - 13.4 lb. channel.
Internal at bulk frame.
Labor and materials. 1562.00
6. Crop and renew the following.
plate and structural
1 - 8' x 4 x 3 x 5/16" angle. 1 - 14' x 4 x 4 x 5/16
angles.
Bow rake bottom plate 7' x 8' x 3/8"
Port stern side sheet 3'-9" x 7' x 3/8"
1 - 6' x 14" x 5/16" BHD. plate insert.
rub plate 1' x 7' x 3/8"
1 - side sheet stb. side 6'-8 x 25" x 3/8 plt.
1 - bulkhead plate 2' x 7' x 5/16"
Bottom plate 112' x 28' x 3/8" plate.
1 - peace 5' x 3' x 3/8" shaped head log plate.
6 - 18" x 18" x 3/8 bkts.
Total weight item #6 51,455 lbs. plate and structural

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Cape May Barge Co.	4/13/70	Cape May	Suspect crude oil	3652	Gas free 9000 barrel tank barge
	4/23/70	Cape May	Suspect crude oil	3652	Gas free 9000 barrel barge

Mr. Imai will

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B CAPE MAY and/or Owners and/or Charterers
c/o Cape May Barge Company
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 4-13-A

ORDER NO. JOB #3652

DATE April 13, 1970

P. O. NO. _____

TERMS: NET 30

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for repairs to vessel due to collision. Repairs
as per Survey:

1. Gas free 9000 barrel tank barge.	\$ 850.00
2. Furnish gas free certificate.	70.00
3. Crop and renew side plate where split including section of bulkhead port side between 2 & 3 tanks. 1 piece side plate 7'x 6'x 5/16" plate 1 piece bulkhead insert 1'x 4'x 5/16" plate 1 side longitudinal angle 6 x 3½ x 5/16 x 7' Labor and materials	470.80
4. Recoat area of side sheet repairs as original.	50.00
	<u>\$1,440.80</u>
plus 3% Sales and service tax	<u>\$ 43.22</u>
TOTAL AMOUNT DUE.	<u>\$1,484.02</u>

P A I D 4-25-70

S.B.A. SHIPYARDS, INC.

By: _____

Mr. Smith

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B CAPE MAY and/or Owners and/or Charterers
c/o Cape May Barge Company
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 4-13

ORDER NO. JOB #3652

DATE April 23, 1970 1970

P. O. NO. _____

TERMS: ~~XX~~ **NET CASH**

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: In the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

- | | |
|---|-------------------|
| 1. Gas free 9,000 barrel barge. Labor, materials & chemicals | \$ 810.00 |
| 2. Furnish gas free certificate. | 70.00 |
| 3. Crop and renew side plate where split including section of bulkhead port side between 2 & 3 tanks.
1 side plate 7'x 6'x 5/16" plate side sheet.
one 1'x 4'x 5/16" bulkhead insert
one side longitudinal 6 x 3½ x 5/16 x 7' angles.
Labor & materials | 470.80 |
| 4. Coating to repairs as original (Did not coat per Mr. Walker) | --- |
| 5. Have USCG mid-period inspection - work performed:
1. Paint light screens inside black.
2. Repack deck penetration valve reach rods, etc.
3. Repaint warning signs, remote shut down, draft marks, name board, loading sign and name board.
4. Recharge fire extinguishers (2).
5. Test start power unit, remove battery from George E and place on Cape May.
6. Install guard around fan on power unit.
Labor and materials | 76.00 |
| 6. Test two main tanks (#2 & #3 port) @ \$40.00 per tank. L&M | 80.00 |
| | <u>\$1,506.80</u> |
| plus 3% Sales & Service tax | <u>\$ 45.20</u> |
| TOTAL AMOUNT DUE | <u>\$1,552.00</u> |

Checked By: *H. Imhoff*

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Choctaw Barge Co.	4/24/70	Choctaw	Suspect crude oil	3646	Gas free 9000 barrel tank barge

Mr. Marshall
Page 1 - copy

S. S. A. SHipyARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Page 1

T/B "CHOCTAW" and/or Owners and/or Charterers
c/o Choctaw Barge Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 4-16

ORDER NO. JOB #3646

DATE April 24, 1970 1970

P. O. NO. _____

TERMS: ~~NET CASH~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas free 9,000 barrel tank barge. Labor, equipment & Chemicals \$ 785.00
2. Furnish gas free certificate. 75.00
3. (a) Drydock 165' vessel and undock after repairs. 250.00
(b) Ten (10) laydays to complete repairs @ 30.00 per day 300.00
4. Crop and renew bottom plate using A.B.S. hull quality plate and Lincoln fleet welding rods all outside work. Bottom plate 130'x 32'x 3/8" plate.
#1 port tank 44' of 6 x 3 1/2 x 5/16" angles & three 12"x 12"x 3/8 brackets.
#1 Starboard Tank 48' of 6 x 3 1/2 x 5/16" angles and 12' - 12" 20.7# channel
Stern Rake 18 - 22"x 24"x 5/16 plate brackets.
Total plate & structural 65,450# at 27¢ per lb. L&M 17,671.50
5. Crop and renew bottom knuckle plate using 1/2" A.B.S. hull quality materials and fleet rods on outside work. Starboard side 106'x 4'x 1/2" formed plate and port side 127'x 4'x 1/2" formed plate. Stern transom bottom knuckle 36'x 34"x 5/8" formed plate with corner plate. Total plate formed and installed 21,869# at 32¢ per lb. Labor & materials 6,997.38

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Navadad Barge Co.	9/4/70	Navadad	Suspect crude oil	3698	Gas free 8400 barrel tank barge

Mr. Smith

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Page 1

T/B "NAVADAD" and/or Owners and/or Charterers
c/o Navadad Barge Co.

P.O. Box 1751

Houston, Texas 77001

INVOICE NO. 9-4

ORDER NO. JOB #3698

DATE Sept. 4, 1970 1970

P. O. NO. _____

TERMS: ~~NET CASH~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

- | | |
|---|-----------|
| 1. Gas free 8400 barrel tank barge. | \$ 745.50 |
| 2. Furnish Gas free certificate. | 85.00 |
| 3. (A) Drydock vessel and undock after repairs completed. | 247.50 |
| (B) Eight (8) laydays to complete repairs @ 40.00 | 320.00 |
| 4. Burn and gauge test holes for Owners representative and USCG. Some rewelded inside and out where plate was not renewed. Labor & materials | 60.00 |
| 5. Crop and renew the following per bottom plate P/S foward end and P/S after end of barge:
one plate 5'3"x 4'x 3/8"
one plate 29'7"x 40'x 3/8"
one plate 26'x 82'x 3/8"
Four 12"x 12"x 3/8" plate brackets #1 & 3 tanks
one 18"x 22"x 3/8" plate bracket #1 stbe tank.
four rub pad plates - furnish and install inserts on rake tank bulkheads all four corners as directed by L.Z. Walker 7'6"x 1'x 5/16" plate.
Total plate installed 51,487 lbs. @ 28¢ per lb. | 14,416.36 |
| 6. Sandblast seams and reweld 163' of knuckle butts and 30' of internal and misc. welding fractures etc. Total 193 len. feet at 2.00 per len.foot. Labor & materials | 386.00 |

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Neuces Barge Co.	9/30/70	Neuces	Suspect crude oil	3708	Gas free 8500 barrel tank barge
	3/15/71	Neuces	Suspect crude oil	3763	Gas free 10,400 barrel tank barge

Mr. Simon Hall

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B "NUECES" and/or Owners and/or Charterers
c/o Nueces Barge Co.
P.O. Box 1751
Houston, Texas 77001
Att: Mr. Everett Meley

INVOICE NO. 9-11

ORDER NO. JOB #3708

DATE Sept. 30, 1970 196

P. O. NO.

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Furnish labor & materials to crop out and replace as original and as per copy of Field Survey attached, sections of deck plate, bottom plate, headlog and round corner including internals and deck removals to complete same as original.

Total of 5857 lbs. plate & structural at 50¢ per lb.

Labor & materials \$2,928.50

2. Crop and renew one bitt mollard with 1/2" plate doubler and 3/8" plate bitt table.

Labor & materials 85.00

3. Crop and renew one center kevel & doubler.

Labor & materials 45.00

4. Necessary gas freeing.

758.00

5. Necessary gas free certificate.

95.00

6. Test foward rake tank.

50.00

7. Sandblast and external coat with zinc area of repairs and float coat internals.

Labor & materials 200.00

\$4,161.50

Plus 4% sales & service tax

\$ 166.46

TOTAL AMOUNT DUE. \$4,327.96

Checked By:

Simon Hall

Mr Smithall

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B "Neuces" and/or Owners and/or Charters
% Neuces Barge Company
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 3-15

ORDER NO. 3763

DATE March 15 196

P. O. NO.

TERMS: NET 30

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to Barge Neuces
as per the attached sheets:

Total Invoice Amount: \$ 7,129.72

Checked by

Louis Smithall

Tank Barge "Neuces" and/or Owners and/or Charters
Neuces Barge Company
P.O. Box 1751
Houston, Texas 77001

1. Gas Free 10,400 Bbl. tank Barge. Labor & Equipment
& Materials \$ 728.00
2. Furnish Gas Free Chemist Certificate. 95.00
3. Dry dock vessel and allow time to complete repairs. 350.00
4. Burn 12 test holes in bottom and knuckle for Mr.
Peak and inspector. Labor & Materials 18.00
5. Crop and renew bottom plate P/S of center line
#1 tanks - 1 plt. - 4'X28' X 1/2" 2' each side of
center line. Crop and renew 2 plates P/S outboard
edge at knuckle - 2 plts. 8' X 20' X 3/8" and one
side plate insert - 28" X 17" X 3/8" plate. Total
plate installed, 7127# @ 37¢ Lb. Labor & Materials 2,637.00
6. Crop and renew stern rake, corner plate and side plate,
where holed. Renew rub plate and deck plate. 1-
plt. 44" X 29" X 1/2" - 1 plt. 24" X 19" X 1/2" and
one 20" X 10" X 1/2" plate, Total 286# plate used.
Labor & Materials 186.00
7. Cut after fuel tank supports loose from deck and
move over behind power unit just off center line
install on new flat bar deck doublers and reweld.
Fabricate and install one new deck button as directed
by Mr. Peak. Labor & Materials 128.00
8. Furnish materials for coupler plates and install 6
new owner furnished 42" kevels as and where directed.
Labor & Materials 208.00
9. Sand blast bottom seams and butts, and knuckle butts
and reweld one and two passes where deteriorated.
Total of 1200 linear feet @ \$1.70 per linear foot.
Labor & Materials 2,074.00

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Apache Barge Co.	10/13/70	Apache	Suspect crude oil	3706	Gas free 8500 barrel tank barge

m. Smith

S. D. SHIPYARDS, INC.
P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

T/B APACHE and/or Owners and/or Charterers
c/o Apache Barge Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 10-5
ORDER NO. JOB #3706
DATE October 13, 1970
P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Furnish labor and materials for repairs to your Tank Barge APACHE as per attached sheets	\$23,772.82
Plus 4% Sales & Service tax	<u>\$ 950.91</u>
TOTAL INVOICE AMOUNT	\$24,723.73

Checked By: *R. J. Smith*

S.B.A. SHIPYARDS, INC.

Work Sheet

September 21, 1970

JOB #3706

T/B APACHE and/or Owners and/or Charterers
c/o Apache Barge Company
P.O. Box 1751
Houston, Texas 77001

- | | |
|--|-----------|
| 1. Gas free 8500 barrel tank barge.
Labor, materials & Chemicals | \$ 750.00 |
| 2. Furnish gas free certificate. | 95.00 |
| 3. (a) Drydock and undock after repairs completed.
Labor & equipment. | 247.50 |
| (b) <u>6</u> laydays to complete repairs. @ 40.00 ea. | 240.00 |
| 4. Burn test holes in plates and knuckles and gauge
for USCG and Mr. Walker. Weld up inside and out
where plate not renewed. Labor & materials | 78.50 |

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Comanche Barge Co.	10/21/70	Comanche	Suspect crude oil	3707	Gas free 8500 barrel tank barge

Mr. J. Marshall

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B "COMANCHE" and/or Owners and/or Charterers
c/o Comanche Barge Co.

P.O. Box 1751

Houston, Texas 77001

INVOICE NO. 10-9

ORDER NO. JOB #3707

DATE Oct. 21, 1970 196

P. O. NO. _____

TERMS: ~~XXXX~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Furnish labor and materials for repairs to
your Tank Barge COMANCHE as per attached
sheet.

Labor & materials	\$19,512.3
Plus 4% Sales & service tax	\$ 780.5
TOTAL AMOUNT DUE	\$20,292.8

Checked By: *Russ Marshall*

S.B.A. SHIPYARDS, INC.

Work Sheet

October 8, 1970

JOB #3707

T/B "COMANCHE" and/or Owners and/or Charterers
c/o Comanche Barge Co.
P.O. Box 1751
Houston, Texas 77001

1. Gas free 8500 barrel tank barge.
Labor materials & chemicals \$ 700.00
2. Furnish gas free certificate. 95.00
3. (a) Drydock and undock after repairs completed. 247.50
(b) 5 laydays to complete repairs. 200.00
4. Burn test holes in bottom and knuckles and
gauge for USCG and Mr. Walker. Weld up inside
and out where not required to be renewed.
Labor and materials 78.50
5. Crop and renew the following bottom plate in
#1 tanks P/S and into #2 tanks P/S:
one (1) plate 58'x 32'x 3/8" plate.
one (1) plate on centerline fwd. of above plate
8'x 15' x 7/16"
4' each side of centerline.
Total sq.feet = 1976 @ 15.3# = 30,233 lbs.
at 29¢ per lb. L&M 8,767.57
6. Crop and renew bottom knuckle plate P/S side
Total of 231'x 4'x 1/2" plus one transion plate
P/S 14'x4'x 1/2" = 1036 sq.feet @ 20.4# =
21,134 lbs. plate @ 36¢ per lb. Labor & materials 7,608.24
7. Sandblast and reweld wasted bottom longitudinal
seams and butts as requested by USCG inspector
approximately 1430 lin.feet on remainder of old

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Key West Barge Co.	10/31/70	Key West	Suspect crude oil	3723	Gas free 8500 barrel tank barge

Mr. Smith

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B KEY WEST and/or Owners and/or Charterers
c/o Key West Barge Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 10-13

ORDER NO. JOB #3723

DATE October 31, 1970

P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Furnish labor and materials for repairs to
Tank Barge KEY WEST as per attached sheet
Plus 4% Sales & Service Tax

\$19,793.00

\$ 791.72

TOTAL AMOUNT DUE

\$20,584.72

Checked By: *R. Smith*

S.B.A. SHIPYARDS, INC.

Work Sheet

October 22, 1970

JOB #3723

Tank Barge KEY WEST and/or Owners and/or Charterers
c/o Key West Barge Co.
P.O. Box 1751
Houston, Texas 77001

- | | |
|--|-----------|
| 1. Gas Free 8500 barrel tank barge. L & M | \$ 700.00 |
| 2. Furnish gas free certificate. | 95.00 |
| 3. (a) Drydock for repairs and undock. | 208.00 |
| (b) <u>Six</u> laydays on marine ways to complete repairs, at \$40.00 per day | 240.00 |
| 4. Burn test holes in bottom and side plating and knuckles for gauging plate thickness. Most cut out with repairs required. Others welded inside and out. Labor and materials | 52.00 |
| 5. Bottom plating to be cropped and renewed from #1 P/S tank aft 70'x 32'x 3/8" plate. & 1 pc. 12'x14'x 3/8. Crop and replace approximately 6 bottom longitudinal angles in P/S #1 tanks where bottom set up a total 7 pcs. 6 x 3 1/2 x 5/16" angles approximately 20' long each. Internals in after rake tank one diagonal brace. 17' | |

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Jack Barge Co.	1/22/71	Jack	Suspect crude oil	3746	Gas free 12,200 barrel tank barge

Mr. Smith

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Page 1

T/B "JACK" and/or Owners and/or Charterers
c/o Jack Barge Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 1-13
ORDER NO. JOB #3746
DATE Jan. 22, 1971 1971
P. O. NO. _____

TERMS: ~~XXXXX~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: In the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas free 12,000 barrel tank barge including foward rake. Labor & materials \$ 996.00
2. Furnish gas free certificate. 95.00
3. Make the following repairs as per Mr. Walker's request after internal and external inspection:
 - #2 Port Tank - Deck knuckle repairs
 - 1 piece 5 x 5 x 1/2" angles x 13'
 - 1 piece deck plate 11'x 12"x 3/8" plate
 - 1 piece side sheet 11'x 12"x 3/8"plate
 - 2 pieces 12 x 12x 3/8 plate brackets
 - #1 Port - two side sheet inserts & buck frame broken loose
 - 2 - 18"x 22"x 3/8 plate
 - 1 piece 8" channel 11.5# x 3"
 - 1 piece 10" channel 15.3# x 11'
 - 3 - 12"x 12"x 3/8 brackets
 - #1 starboard tank frame and bracket repairs
 - 1 piece 2'6" x 10" channel
 - 5 - 12"x 12"x 3/8 brackets
 - 1 - 2'6 x 8" channel
 - 1 - 12" x 16"x 3/8 plate bracket
- Bow rake bulkhead fractured one side. Crop and renew section one side including brackets.
 - 1 piece 28"x 18"x 5/16" plate in bulkhead
 - 2 pieces 24"x 30" brackets 3/8 plate
 - 2 pieces 12"x 12" brackets 3/8 plate.
- Total wt. in materials used 1163# Labor & materials 2,554.46

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
EV Barge Co.	1/31/71	EV	Suspect crude oil	3748	Gas free 13,000 barrel tank barge

Mr. J. M. Hall

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Page 1

T/B "EV" and/or Owners and/or Charterers
c/o EV Barge Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 1-16

ORDER NO. JOB #3748

DATE Jan. 31, 1971 1971

P. O. NO. _____

~~TERMS CHECK~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas free 13,000 barrel tank barge - heavy tank bottoms-
Clean rake tank, rust, mud and water. Labor, chemical and
supplies \$ 925.00
2. Furnish gas free certificate. 95.00
3. (a) Drydock 190' vessel. 285.00
(b) Two (2) laydays on ways to complete repairs. 80.00
4. Crop and renew hole in bow rake starboard side. Gouge out and
weld fracture #1 starboard tank knuckle at turn and repair one
bent internal truss. 64 lbs. 3/8 plate Labor & materials 98.52
5. Crop and renew two 12"x 12"x 3/8 brackets No. 2 starboard
tank. Furnish and install a plate flanged girder across stern
transom after rake tank with necessary brackets to strengthen
bulkhead, USCG required.
one 40'x 15"x 3/8" flanged plate stringer
three 30"x 30"x 1/2" plate corner bracket
Ten 12"x 12"x 3/8 plate bracket
one 18"x 18"x 8 1/2" plate bracket
one 24"x 4"x 3/8" flat bar
two 10"x 10"x 3/8" plate inserts in stern rake tanks
Total weight 1107 lbs. Labor and materials 1,029.67

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Frio Barge Co.	3/16/71	Frio	Suspect crude oil	3764	Gas free 10,400 barrel tank barge

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B "Frio" and/or Owners and/or Charters
% Frio Barge Company
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 3-17

ORDER NO. 3764

DATE March 16 196

P. O. NO.

TERMS: NET 30

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas Free 10,400 BBl. Tank Barge, heavy wax and BS. Tank Bottom. Labor Equipment & Chemicals \$ 1,100.
2. Furnish Gas Free Certificate 95.
3. Dry dock vessel and allow time on rail way to complete repairs and welding. 350.
4. Burn 8 test holes as directed and reweld inside and out. Labor & Materials 16.
5. Cut fuel tank loose and move over behind power unit as directed by Mr. Peak. Install on doubler plate and reweld. Labor & Materials 132.
6. Crop and renew section of Port #1 tank deck knuckle with necessary internal structural - 2' of 8" Channel - 1 2'-4" X 22" X 3/8" web plate - one 2' X 2' X 1/2" plate bkt. and 9' X 3'-7" X 1/2" formed knuckle plate. Total 819 Lbs. plate and structural. Labor & Materials 556.
7. Furnish materials for 1/2" double plate and install 6 new Owner furnished 42" kevels. Labor & Materials 205.

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Cape Henry Barge Co.	4/30/71	Cape Henry	Suspect crude oil	3779	Gas free 9,000 barrels heavy wax bottoms

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B. "CAPE HENRY" and/or Owners and/or Charterers
% Cape Henry Barge Company
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 4-15

ORDER NO. Job #3779

DATE April 30 1967

P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas free 9,000 barrels heavy wax bottoms. Labor & Materials \$ 685.00
2. Furnish Gas Free Chemist Certificate 95.00
3. (a) Dry Dock 250.00
(b) Laydays to complete repairs - 6 @ \$40.00 per day 240.00
4. Crop and renew P/S, bottom knuckle, approximately 130' each side. Formed 1/2" plate. 4' X 130' plus approximately 10' of transision formed knuckle at bow. Total of 262' of 1/2" X 4' formed knuckle = 1048 sq. ft. @ 20.4# P.S.F. - 21,379#
@ .32¢ Lb. Labor & Materials 6,841.28
5. Crop and renew bottom plate from stern transon forward 132' X 3/8" X 32' crop and renew shaped bow plate # 1 tanks --
4' X 15' X 7/16" plate. P/S Furnish and install 268' of .8" X 1/2" F.B. Pollution rail as directed by Mr. Edwards including 32 - 1/2" X 5/8" brackets. Total weight 70,922# @ .20¢ Lb.
Labor & Materials 19,148.94
6. Internal repairs #1 Port tank. 1 - 12" X 12" X 3/8" bracket.
#2 Port 2 - 12" X 12" X 3/8" plate bracket. Stern Rake
2 - 20" X 20" X 3/8" plate brackets. Plus 80' of miscellaneous welding.
Labor & Materials 158.00

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Largo Barge Co.	5/19/71	Key Largo	Suspect crude oil	3787	Gas free 9,000 barrel tank barge

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE KEY LARGO AND/OR OWNERS AND/OR CHARTERERS
Largo Barge Company
P.O. Box 1751
Houston Texas 77001

INVOICE NO. 5/8
ORDER NO. Job 3787
DATE 5/19/71 196
P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: In the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR REPAIRS ON TANK BARGE KEY LARGO AS FOLLOWS:

1. GAS FREE 9000 Bbl. ^A Tank Barge - Labor and Materials \$710.00
2. Furnish Gas free Chemist Cert. 75.00
- 3.a-Dry Dock - 65' vessel 248.00
b-7 lay days to complete repairs and testing at \$40.00 Per Day. 280.00
4. Burn test holes for and as directed by L. Z. Walker. Labor and Mat'l. 16.00
5. Crop and renew bottom knuckle plate port and starboard sides, 133'6" X 2 x 4' x 20.4 # plate - Formed and fitted. Total of 1068 sq. feet at 20.4# = 21,787#. Crop and renew stern transon bottom knuckle and section of corners - 3' x 36' x 5/8" plate - Formed plate = 108 Sq. ft. at 25.5# = 2754#. Corner plates P/S- 4' x 30" x 5/8" plate formed - 10 Sq. feet at 25.5# = 255#. Internals in stern rake - 6 - 18"x12" x 1/2" - Corner Bkts. = 5 Sq. feet at 20.4# = 102#. Seventeen 2' x 2' x 1/2" Plate bottom bkts. 34 Sq. feet at 20.4# = 694#. 9' of 1/4" round Bar and 15" of 1/2" Round Bar- 3#. Total Weight Item # 5 = 25,595. lbs. plate and round bar at 32¢ per lb... Labor and Materials..... 8,190.40
6. Crop and renew bottom plate inboard of knuckle line and fwd. from stern transon - 133' x 31'6" x 3/8" plate, less one plate left 9' 6" x 28' = 4190 Sq. feet less - 266 Sq. feet = 3924 Sq. feet at 15.3# per Sq. Foot = 60,037#. Rub Bars on after stern transon 3 - 5' x 6" x 1" Flat Bar - 15' at 40.8# = 306#. One side sheet insert - 2' x 1' x 3/8" plt. = 31#. Port and Stb. # 1

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Cape Charles Barge Co.	6/25/71	Cape Chas.	Suspect crude oil	3792	Gas free 9,000 barrel tank barge

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Page 1

T/B "Cape Charles" and/or owners and/or Charterers
c/o Cape Charles Barge Co.
P. O. Box 1751
Houston, Texas 77001

INVOICE NO. 6-5

ORDER NO. JOB # 3792

DATE June 25, 1971 1971

P. O. NO. _____

TERMS: ~~XXXXXX~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas Free 9000 barrel tank barge.
Labor and materials \$ 635.00
2. Furnish gas free certificate 95.00
3. (A.) Dry dock 165' vessel. 250.00
(B.) 8 laydays to complete repairs and painting. 320.00
4. Crop and renew the following bottom bilge knuckle port & starboard
262' x 4' x 1/2" formed plate = 1048 sq. feet @ 20.4# = 21,379#
Crop and renew sterne transon knuckle toe in 3" at bottom radius
including section of P/S corners & internal brackets at knuckle
2 pieces 2' x 34" x 5/8" plate corners = 281 #
Knuckle 36' x 32" x 5/8" plate = 2448 # Ten 10" x 10" x 3/8" brackets = 107#
Total weight used 24,215 # @ 32¢ per pound.
Labor and materials 7,748.80
5. Crop and renew bottom plate from stern transon forward 132' x 32' x 3/8"
plate = 4224 sq. feet @ 15.3 # = 64,627 #
Furnish and install 1/2" x 10" pollution rail around deck trunk
with bracket for same and materials for gates 20' of 1" x 1" x 1/4"
angles = 30 #
148' of 1/2" x 10" F.B. = 2516 #
Nineteen (19) 10" x 7" x 5/16" brackets = 64 #
Install 3 owner furnished Header drip pans Twelve 4" x 4" x 15" angles
for legs = 147 #
Install or renew Five 20" x 20" x 3/8" plate bracket forward rake
bulkhead = 107 #
Eight 12 x 12 x 5/16" brackets = 51 # Total weight item #5 = 67,542 #
@ 27 ¢ per pound
Labor and materials 18,236.34

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Salvador Barge Co.	10/28/71	Salvador	Suspect crude oil	3830	Gas free 8,400 barrel tank barge

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "SALVADOR" And/Or Owners and/or
Charterers
SALVADOR BARGE CO."
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 10-22

ORDER NO. Job # 3830

DATE Oct. 28, 1971

P. O. NO. _____

~~TERMS: NET 30~~ Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas free 8400 BBL tank Barge with heavy bottoms
gas free rake tanks.
Labor & Materials & Chemicals \$ 900.00
2. Furnish gas free Certificate 95.00
3. Repair leaking after rake tanks bulk head
at side sheet drainage. Remove cement box
and repair by welding hole in bottom plating
weld up fractures as directed by Mr. Walker and
Mr. Miller.
Labor & Materials 456.00
4. Air test all main tanks and rake tanks.
Labor & Materials 280.00
5. Change 6 main tank staytite gaskets, recharge
fire extinguishers and paint signs, etc.
Labor & Materials 85.00
Total Labor & Materials \$1816.00
4% State & Parish Taxes 72.64
Invoice Amount \$1888.64

R. Amick

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Huron Barge Co.	10/28/71	Huron	Suspect crude oil	3831	Gas free 8,500 barrel tank barge

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HURON" And/Or owners and/or
Charterers
HURON BARGE CO.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 10-21
ORDER NO. Job # 3831
DATE Oct. 28, 1971
P. O. NO. _____

TERMS: NET 30 Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

- | | |
|--|------------|
| 1. Gas free 8500 BBL tank Barge with heavy tank bottoms
Labor, Chemical & Materials | \$ 862.00 |
| 2. Furnish gas Free Certificate | 95.00 |
| 3. Air test all main tanks and rake tanks and rake
bulk heads. Install patches on fwd. rake tanks.
Bulk head and weld up. Repair deck knuckle fractures by
welding. Retest bulk head. Install patch over hole in
#1 tank bottom plating. Labor & Materials | 365.00 |
| 4. Paint signs and draft marks, refill two fire
extinguishers, check remote shut down.
Labor & Materials | 55.00 |
| Total Labor & Materials | \$ 1377.00 |
| 4% State & Parish Taxes | 55.08 |
| Invoice Amount | \$ 1432.08 |

Checked By Paul Inman

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Ontario Barge Co.	11/4/71	Ontario	Suspect crude oil	3833	Gas free 8,500 barrel tank barge

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "ONTARIO" and/or Owners
and/or Charterers
Ontario Barge Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 11-3

ORDER NO. Job # 3833

DATE NOV. 4, 1971

P. O. NO. _____

~~TERMS: NET 30~~ Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account as per attached sheet.

Total Labor & Materials.

\$1,470.00

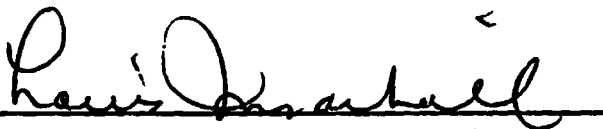
Plus 4% State & Parish Taxes

58.80

Invoice Amt.

\$ 1,528.80

Checked By



S.B.A. SHIPYARD, INC.

WORK SHEET

November 3, 1971

Job # 3833

TANK BARGE "ONTERIO" and/or Owners
and/or Charterers
Onterio Barge co.
P.O. Box 1751
Houston, Texas 77001

1. Gas free 8,500 BBL Tank Barge. Wax bottoms,
Gas free stern rake tank.
Chemicals, Labor & Equipment \$ 695.00

2. Furnish gas free Certificate. 95.00

3. Make repairs as requested by Mr. Peak as follows.
1 Stb. tank-Crop and renew deck knuckle and side
plate. Formed plate 4' x 10' x 3/8". Repair leaks
in after rake tank bulk head after testing. Repair
leak in after rake tank bottom plate by welding.
Repair 2 holes in # 3 Stb. tank where plate fractured.
Remove two cement boxes from # 1 port tank at knuckle
and repair fractures in knuckle by welding after
sealing seam. Reweld and repair two fractures in bow
rake tank knuckle stb. side.
Labor & Materials 475.00

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Windward Transportation Co.	1/12/72	Choctaw	Suspect crude oil	3846	Gas free 9,000 barrel tank barge
	1/18/72	Cherokee	Suspect crude oil	3847	Gas free 9,000 barrel tank barge

me furnished

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B "CHOCTAW" and/or Owners and/or Charterers
c/o Windward Transportation Company
P.O. Box 1751
Houston, Texas 77001
Att: Mr. Ev Meley

INVOICE NO. 1-1

ORDER NO. JOB #3846

DATE Jan. 12, 1972 1972

P. O. NO. _____

TERMS: ~~XXXXX~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: In the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

**Furnish labor and materials for repairs to Tank Barge
"CHOCTAW" as directed as per attached sheet:**

Labor and materials	\$8,078.00
Plus 4% Sales & service tax	\$ 323.12
	<u>\$8,401.12</u>

Checked By: *Russ Marshall*

S.B.A. SHIPYARDS, INC.

December 31, 1971

Work Sheet

JOB #3846

Bank Barge "CHOCTAW" and/or Owners and/or Charterers
c/o Windward Transportation Company
P.O. Box 1751
Houston, Texas 77001

- | | |
|--|-----------|
| 1. Gas free 9000 barrel tank barge.
Labor, chemical and equipment | \$ 850.00 |
| 2. Furnish gas free certificate. | 95.00 |
| 3. (a) Drydock for USCG inspection due to grounding. | 248.00 |
| (b) <u>Six(6)</u> lyadays to complete repairs. | 240.00 |
| 4. Bottom repairs if required - List materials:
Sandblast & reweld bottom seams and butts as per USCG
request. 800 Len.ft. one & two pass welding. Shift barge
and weld under block spots. 800 len.ft. @ 1.80 per len.ft.
Labor & materials | 1,440.00 |
| 5. Crop and renew port side bow headlog and round corner as
follows: Install stern port bitt and bitt table , loose &
torn out. Materials as follows:
Bottom plate 11' x 2'x 3/8
Headlog plate 10'x 42"x 5/8" formed
one piece 2'x 1'x 1/2" bottom formed knuckle
one piece 20"x 30"x 3/4" formed corner plate
one piece 10'x 20"x 5/16" deck plate
one piece 18"x 18"x 3/4" deck corner
three pieces 32"x 12"x 20.7# channel headlog stiffner
one piece 20'x 4"x 6"x 3/8 headlog stiffners
two pieces 12"x 12"x 3/8 brackets
one piece 2 x 2 x 3/8" corner brackets
Crop and reinstall one starboard stern bitt mollard with plate
table. | |
| Labor & materials | 2,314.00 |

your copy

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

┌ TANK BARGE "CHEROKEE" and/or Owners
and/or Charterers
Windward Transportation Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 1-6

ORDER NO. Job # 3847

DATE Jan. 18, 1972 196

P. O. NO. _____

Net Cash

TERMS: NET 30

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your
Tank Barge CHEROKEE, as per attached sheets.

Total Labor & Materials	\$12,725.00
4% State & Parish Taxes	<u>509.00</u>
Invoice Amt.	<u>\$13,234.00</u>

Checked By

Russ Marshall

S.B.A. SHIPYARDS, INC.

Jan. 18, 1972

Job # 3847

TANK BARGE "CHEROKEE" AND/OR Owners
and/or Charterers
Windward Transportation Co.
P.O.Box 1751
Houston, Texas 77001

1. Gas free 9000 BBL. tank Barge & wash after
rake tank.
Labor Chemical & Equipment \$ 950.00
2. Furnish gas free Certificate. \$ 95.00
3. Burn test holes in bottom plate & knuckle
for U.S.C.G. and Mr. Walker 36 test holes.
Some cut out with plate renewals others
welded inside & out.
Labor & Materials \$ 72.00
4. (A) Dry dock for U.S.C.G. inspection and
repairs. \$ 248.00
(B) 7 Lay days to complete repairs. \$ 280.00
5. Crop and renew bottom plate in # 1 & 2
Port and STB. tanks. Crop and renew stern
transon bottom knuckle plate with added
internals as follows:
1 - 19' x 12'-6" x 3/8" plate.
1 - 8'-6" x 17' x 3/8" plate.
1 - 54' x 7' x 3/8" plate.
1 - 13'-6" x 35'-6" x 3/8" plate.
1 - 24'-6" x 5'-10" x 3/8" plate.
3 - 12" x 12" x 3/8" plate bkts.
9' of 4" x 6" x 3/8" angle and 36' of 3' formed
5/8" plate transon knuckle.
Total weight item 5 plate & structural

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Panama Barge Co.	3/15/72 - 3/24/72	Panama	Suspect crude oil	3865 and 3865-A	Gas free 17,000 barrel tank barge
	1/29/74	Panama	Suspect crude oil	3979	Gas free 17,000 barrel tank barge

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B "PANAMA" and/or Owners and/or Charterers
c/o Panama Barge Co.
P.O. Box 1751
Houston, Texas 77001
ATT: Mr. Everette Meley

INVOICE NO. 3-11-A

ORDER NO. JOB No. 3865-A

DATE March 15, 1972 1972

P. O. NO. _____

TERMS: ~~NET CASH~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

REPAIRS TO DAMAGED PORT SIDE SHEET AS PER SURVEY OF 3-6-72:

1. Gas Free 17,000 Bbl. Tank Barge. Heavy wax deposit.	
Labor, chemical & materials	\$1,560.00
2. Furnish Gas free certificate.	95.00
3. Crop and renew 3'x 4'x 3/8" plate where split between longitudinal side stiffeners #1 port tank approximately 6' above light load line midship of tank.	
Labor & materials	250.00
4. Air test #1 port tank after repairs completed.	50.00
5. Sandblast and zinc coat area of repairs.	
Labor and materials	35.00
	<u>\$1,990.00</u>
Plus 4% sales & service tax	<u>\$ 79.60</u>
TOTAL AMOUNT DUE.....	<u>\$2,069.60</u>

PAID IN FULL

S.B.A. SHIPYARDS, INC.

By: Louis J. Meley

S. B. A. SHIPYARDS, INC.

P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE " PANAMA" and/or Owners and/or
Charterers
Panama Barge Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 3-11
ORDER NO. Job # 3865
DATE Mar. 24, 1972 196
P. O. NO. _____

~~Net~~
~~Cash~~

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or inability to perform due to defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$500,000.00.

In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your Barge PANAMA
as per attached sheets.

Total Labor & Materials	\$ 29,725.04
Plus 4% State & Parish Taxes	<u>1,189.00</u>
Invoice Amount	\$ 30,914.04

Checked By

Louis Marshall

S.B.A. SHIPYARDS, INC.

Job # 3865

March 24, 1972

TANK BARGE "PANAMA" and/or Owners and/or Charterers
Panama Barge Co.
P.O. Box 1751
Houston, Texas 77001

Repairs to Barge as per Mr. L.Z. Walker & Mr. Peak

1. Gas Free 17,000 BBL. Tank Barge .
Labor Equipment Chemical & Supply. \$1560.00
2. Furnish gas free Certificate. \$ 95.00
3. (A) Dry dock vessel and undock after repairs
remove blocks under barge for welding
seams and butts. \$ 425.00
(B) 8 Lay days to complete bottom repairs
and testing @ 40.00 per day. \$ 320.00
4. Burn test holes for Walker & Peak and U.S.C.G. .
Holes not removed with plate renewals welded
inside & out, 63 test holes.
Labor & Materials \$ 126.00
5. Crop and renew bottom plates, side plating
as follows:
#1- & 2 P/S Tanks 1-Plate - 21'-6" x 8' x 3/8"
2 - pc. 12' x 9' x 3/8". 1-20' x 5'-2" x 7/16"
plate. 1-4' x 2' x 3/8". Side sheet insert #1
port tank. & 4 & 5 port & Stb. Tank 1-plate
110' x 16' x 3/8. 1 plate 110' x 9' x 3/8. 1-
deck plate insert 12' x 1'-6" x 3/8 plate.
Total Weight Bottom, sides & deck patches.
50,253#
Internal Repairs in main Tanks & Rakes
1 P/S tanks. 29' of 4" x 6" x 3/8 angle.
18' of 6 x 6 3/8" port. 95' of 4 x 3 x 5/16" angles.
9' of 12" - 20.7 channel. 4' of 7" - 9.8# channel &
one 12' x 2' x 3/8" plate.
Stern Rake Tank
5' x 18" x 3/8" & BHD. insert. 9' of 6 x 3 1/2 x 3/8"
angle. 20-2' x 2' x 7/16" plate Bkts.
4 P/S Tanks
1-12" x 12" x 3/8" bkts. 1-3'-6" x 10"-15.3 channels.

6-724

S. B. A. SHIPYARDS, INC.

P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

┌ Tank Barge "Panama" and/or Owners
and/or Charterers
Panama Barge Co. *Barge Teamfort*
1818 McKinney Ave.
Houston, Tex. 77003

INVOICE NO. 1-9
ORDER NO. Job # 3979
DATE Jan. 29 1974 1974
P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your
tank barge PANAMA as per Mr. Peak and as per
attached sheets.

Total Labor and materials	\$7,825.48
Plus 4% State and Parish Taxes	<u>313.02</u>
Invoice Amt.	\$8,138.50

CHECKED BY *Paul Janichail*

Mr. Peak

S.B.A. SHIPYARDS, INC.

Job # 3979

TANK BARGE "PANAMA" and/or Owners and/or Charterers
Panama Barge Co.
1818 McKinney AV.
Houston, Texas 77003

1. Gas Free 17,000 BBL. Tank Barge.
Labor and materials and chemicals. \$1,852.00
 2. Gas Free Certificate. \$ 105.00
 3. Crop and renew the following rake damage.
 1. 18' x 16' x 3/8" bottom plate.
stbd. side to port (head log down)
9 - bottom longt. angles 6 x 3 1/2 x 3/8 x 10'
long.
1 - centerline BHD plate 3' x 8' x 5/16"
3 - " " " stiffeners
4 x 4 x 3/8" angle.
1 - floor web 18" x 12' x 5/16" plate
2 - truss post 4" x 4" x 3/8
7 - diag. braces 3" x 3" x 5/16" angle.
2 - corners knuckle bkts. stb. side
3 " x 3' x 3/8" plate.
Bottom knuckle plate at stbd. head log corner:
10' x 4' x 1/2"
1 - 4'-6" x 2' x 5/8" formed head log plate.
1 - 4'-6" x 17" x 1/2" head log corner bkt.
Total plate and structural used in item #3 - 7348 lbs.
@ .76¢ lb.
Recoat internally and externally .
Labor and materials. \$5,584.48
 4. Furnish and install one new light stand
and screen. 62.00
 5. Test rake tank and knuckle.plate. 50.00
 6. Have U.S.C.G. Bi annual inspection
screens, draft marks, and signs, valve
stems and repairs to one block valve at
pump, replace valve wheel and reach rod.
Labor and material. \$ 172.00
- Total labor and materials.
Plus 4% State and ...

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Suez Barge Co.	4/17/72	Suez	Suspect crude oil	3866	Gas free 17,000 barrel tank barge

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE SUEZ and/or Owners and/or Charterers
Suez Barge Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 4-5

ORDER NO. Job # 3866

DATE April 17, 1972

P. O. NO. _____

TERMS: ~~NET 30~~ Net Cash

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to your Tank Barge
Suez as per Mr. Walker & Mr. Peak. As per attached sheets.

Total Labor & Materials	\$37,827.38
Plus 4% State & Parish Tax	<u>1,513.10</u>
Invoice Amount.	\$39,340.48

Checked By Russ Marshall

S.B.A. SHIPYARDS, INC.

April 17, 1972

Job # 3866

TANK BARGE SUEZ and/or Owners and/or Charterers
Suez Barge Co.
P.O. Box 1751
Houston, Texas 77001

Repairs to Barge as per L. Z. Walker & Paul Peak

1. Gas Free 17000 BBL. Tank Barge.
Labor, Equipment, chemical & Supplies \$1513.00
2. Furnish Gas Free Certificate. 95.00
3. (A) Dry dock vessel & undock after repairs
Move blocks for seam & butt welding. 385.00
(B) 10 Lay days to complete bottom repairs
and testing. 400.00
4. Burn test holes for Peak & U.S.C.G. inspector,
Holes not removed with plate & knuckle renewals
welded inside and out. 30 test holes.
Labor & Materials 60.00
5. Crop & renew bottom plating, side plating and change
internals as following:
Stern Rake Tank 20 - 16" x 30" x $\frac{1}{2}$ " plate bkts.
Bottom Plate Stern transom into # 3 tanks.
40' x 118' x $\frac{3}{8}$ " plate. 2 pcs 11' x 9' x $\frac{3}{8}$ "
plate #1 p/S rake tank aft. 1-pc. center line
same location 5' x 20' x $\frac{7}{16}$ on center line
Side Sheet Port Side across bulk head below
deck knuckle 10' x 5'-6" x $\frac{3}{8}$ plate.
#1 Port Tank Internals
46' of 4" x $3\frac{1}{2}$ " x $\frac{5}{16}$ angle. 5 - 12" x 12" x $\frac{3}{8}$ "
bkts. 4' of 7"-9.8# channel. 13'-6" of 10-15.3#
channel 14' of 6 x $3\frac{1}{2}$ x $\frac{3}{8}$ " angle.
#1. Stb. Tank Internals
52' of 4" x $3\frac{1}{2}$ " x $\frac{5}{16}$ " angle. 3'6" of 12"-
20.7# channel. 12' of 6" x 4" x $\frac{5}{16}$ " angle.
Bow Rake Tank Stb. Side
6 - 12" x 12" x $\frac{3}{8}$ " bkts.

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Christine Towing Co.	4/17/72	Betty	Suspect crude oil	3877	Gas free 9,500 barrel tank barge

S. B. A. SHIPYARDS, INC.

P. O. BOX 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE "BETTY" and/or Owner^s and/or
Charterers
Christine Towing Co.
P.O. Box 1751
Houston, Texas 77001

INVOICE NO. 4-4
ORDER NO. Job # 3877
DATE April 17, 1972
P. O. NO. _____

~~Net Cash~~

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: In the case of a vessel we have a lien upon the vessel for our bill; all time and materials subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or inability to perform due to defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in connection with, tort or otherwise, to its owners, charterers or underwriters for any injury to or loss of the vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$100,000.00.

In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law.

We invoice your account for repairs to your Tank Barge
"Betty" as per Mr. Peak.

Total Labor & Materials	\$4750.66
Plus 4% State & Parish Taxes	<u>190.26</u>
Invoice Amount	\$4940.92

Checked By



S.B.A. SHIPYARDS, INC.

April 17, 1972

Job # 3877

TANK BARGE "BETTY" and/or Owners and/or Charterers
Christine Towing Co.
P.O. Box 1751
Houston, Texas 77001

Repairs As per Mr. Paul Peak

1. Gas Free 9500 BBL. Tank Barge.
Labor & Materials \$ 685.00
2. Furnish Gas Free Certificate. \$ 95.00
3. Power Unit, rerun remote shut off with new cable
repair pipe housing, Furnish materials & insulate
flex exhaust & muffler. Bracket muffler.
Labor & Materials \$ 132.00
4. Furnish materials, necessary to change 6 existing
Butter Worth Hatches, change location, furnish
materials & install 6 new owner furnished hatches,
furnish labor & Materials to install owner furnished
header drip boxes and pipe to tanks with check valve
and valve shut off. Repack reach rods, renew damaged
flame and ullage screens & hatch gaskets & covers.
Paint signs required. Have U.S.C.G. inspection.
Labor & Materials \$ 752.00
5. Furnish materials necessary to install 12" high
pollution boxes around hatches with 3/4 & 5/8
RB. Cap. Bkts. to secure and removable scuppers.
285' of 1" x 7/16" plate, 60' of 3/4" round bar &
215' of 5/8" R.B., 20' of 1" x 1" x 1/4" angle,
plate for bkts. 2' of 2" black pipe. Total of 5,490 #
plate & structural @ 33¢ lb.
Labor & materials \$1,811.70
6. Test all main tanks , rake tanks and rake tank
bulk heads to 1 1/2# air spray test with soap and
water. Weld fractures found when testing.
Labor & Materials \$ 385.00
7. Sand blast and dimetcote areas of deck repairs
and bad spots 2342 sq. ft. @ 38¢ per sq. ft.
Labor & materials \$ 889.96

SBA SHIPYARDS, INC.
PROBABLE SOURCES OF CONTAMINANTS CURRENTLY PRESENT IN TANKS AND PITS

COMPANY	DATES	VESSEL #	PREVIOUS 3 CARGOES	WORK ORDER #	ADDITIONAL INFORMATION
Key Sterling Transportation	11/8/73	George E	Suspect crude oil	3969	Gas free 8,400 barrel box barge

S.B.A. SHIPYARDS, INC.

JOB 3969

WORK ORDER

11/8/73

TANK BARGE "GEORGE E" and/or Owners
and/or Charterers
KEY STERLING TRANSPORTATION
P.O. BOX 1751
Houston, Tex. 77001

REPAIRS TO TANK BARGE AS FOLLOWS.

1. Gas free 8400 BBL. Box Barge.
Labor and chemicals and equipment \$ 947.80
2. Gas Free Certificate. \$ 95.00
3. (A) Dry dock vessel bottom and U.S.C.G.
inspections. \$ 240.00
(B) 2 Days on Marine Ways \$100.00
4. BURN AND GAUGE TEST HOLES IF REQUIRED
BY U.S.C.G. AND OWNERS.
Labor and materials. \$ 32.00
5. Crop and renew port side deck knuckle
in way of # 3 main tank holed and set in
and up. Approx. 8' forward of after
B.H.D. 2' x 10' on deck. 2'x 10' on
side forward deck knuckle 5/16" plate,
internals in way of repairs. 1 - 5"
channel use 5 x 3 x 5/16" angle x 11'
side lngt. 7" channel. Use 6 x 3½ x 5/16
angle. Fair in deck and side lngt.
Labor and materials. \$832.00
6. Remove deck cleat in way of repairs and
replace.
Labor and materials. \$ 60.00
7. Test all main tanks and rake tank, weld
fractures at deck knuckle.
Labor and materials. \$ 380.00
8. Sand blast and zinc coat areas of repairs
and pollution bar around power unit and
fuel tank.
Labor and materials. \$ 280.00